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ANNUAL REPORT

OF THE

SECRETARY OF INTERNAL AFFAIRS

OF THE

COMMONWEALTH OF PENNSYLVANIA,

FOR THE YEAR ENDING JUNE 30, 1891.

PART IV.

RAILROAD, CANAL, NAVIGATION, TELEGRAPH AND TELEPHONE COMPANIES.

HARRISBURG:
EDWIN K. MEYERS, STATE PRINTER.
1892.

VIRTUE
LIBERTY AND
INDEPENDENCE

ANNUAL REPORT

OF THE

SECRETARY OF INTERNAL AFFAIRS.

PART IV.

Railroad, Canal, Navigation, Telegraph and Telephone Companies,

FOR THE YEAR ENDING JUNE 30, 1891.

COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, *January 15, 1892.*

To His Excellency ROBERT E. PATTISON,
Governor of the Commonwealth of Pennsylvania:

SIR: In compliance with the requirements of the constitution, and the acts of the general assembly approved, respectively, April 9, 1870, May 15, 1874, June 4, 1883, and May 13, 1889, I have the honor to present to you herewith, for transmission to the general assembly, a report of this department, Part IV, Railroad, Canal, Navigation, Telegraph, and Telephone Companies, for the year ending June 30, 1891.

I am, very respectfully,
Your obedient servant,
THOMAS J. STEWART,
Secretary of Internal Affairs.

A-11-91

REPORT.

The duties imposed upon the Secretary of Internal Affairs relative to railroads are found first in article 17 of section 11 of the constitution of 1873, which reads as follows:

Section 11, article 17, Constitution of Pensylvania:

The existing powers and duties of the Auditor General, in regard to railroads, canals and other transportation companies, except as to their accounts, are hereby transferred to the Secretary of Internal Affairs, who shall have a general supervision over them, subject to such regulations and alterations as shall be provided by law; and, in addition to the annual reports now required to be made, said secretary may require special reports, at any time, upon any subject relating to the business of said companies, from any officer or officers thereof.

The powers of the Auditor General existing prior to the adoption of the constitution, and referred to in the above section, were about the same as those vested in the Secretary of Internal Affairs by the act of May 13, 1889, which act is a re-enactment of the law as it existed prior to the adoption of the new constitution, with a few unimportant changes. The law reads as follows:

SECTION 1. That the Secretary of Internal Affairs be and he is hereby directed to make out, and cause to be printed, a blank form for the annual reports of the several railroad, canal, navigation, telegraph and telephone corporations of this state, referred to in the second section of this act, and the Secretary of Internal Affairs shall forward by mail or otherwise, on or before the first day of May in each year, to each of the said corporations, copies of the said form; and when the same shall have been returned to the said Secretary of Internal Affairs, properly filled out and executed as required by the second section of this act, he shall cause the same to be filed in his office and published in book form, and cause copies of the said report to be transmitted to the Governor and the members of the legislature, on or before the fifteenth day of January in each year as required by law.

SECTION 2. That it is hereby made the duty of each railroad, canal, navigation, telegraph and telephone company, whose works or lines are in whole or in part within the limits of this state, to make out and return to the Secretary of Internal Affairs a complete annual report, according to the form to be prescribed by the said Secretary of Internal Affairs, which, among other things, shall embrace in detail the operations and affairs of the said corporations during the fiscal year, together with such other information as the secretary shall direct. Said report shall be attested by the oath or affirmation of at least two of the following-named officers of the company, president, general manager, superin-

tendent, sequestrator, secretary, treasurer and auditor. That said report shall cover the transactions of each of said corporations for the fiscal year ending on the thirtieth day of June, each year, and shall be filed in the office of Secretary of Internal Affairs not later than the thirty-first day of August, in each year.

SECTION 3. That every such railroad, canal, navigation, telegraph and telephone company, which shall refuse or neglect to make such report as herein provided and at the time specified in the second section of this act, shall be liable to a penalty of five thousand dollars to the use of the commonwealth, for every such refusal or neglect, to be sued for and recovered as debts of like amount are or may be by law recoverable.

Some further duties are imposed upon the secretary under the fourth section of the act of May 11, 1874, which reads:

The Secretary of Internal Affairs shall discharge such duties relating to corporations, to the charitable institutions, the agricultural, manufacturing, mining, mineral, timber and other material or business interests of the state as may be prescribed by law. It shall be his especial duty to exercise a watchful supervision over the railroad, banking, mining, manufacturing and other business corporations of the state, and to see that they confine themselves strictly within their corporate limits; and in case any citizen or citizens shall charge, under oath, any corporation with transcending its corporate functions or infringing upon the rights of individual citizens, said secretary shall carefully investigate such charges, and may require from said corporation a special report, as enjoined in the constitution of the state; and in case he believes the charges are just, and the matter complained of is beyond the ordinary province of individual redress, he shall certify his opinion to the Attorney General of the state, whose duty it shall be, by an appropriate legal remedy, to redress the same by a proceeding in the courts, at the expense of the state.

These provisions of the constitution, and the laws above referred to, embrace, substantially, all the authority given the Secretary of Internal Affairs relative to the control or supervision of the railway corporations of the commonwealth. How far he is authorized to supervise the affairs of the railways by virtue of the clause "it shall be his especial duty to exercise a watchful supervision over the railroads, banking, mining, manufacturing and other business corporations of the state," in the absence of any more explicit legislation, is a problem of considerable uncertainty. In most of the states of the Union railway commissions exist who are clothed with general authority over the supervision of the construction of railroads, their maintenance and operation; or they are given such authority as in the opinion of the respective legislatures the interests of the public seem to demand. In Pennsylvania no effective legislation has been enacted regarding the adoption of safety appliances for the protection of life and limb of passengers or employes, or in the establishing of grade crossings, the kinds of bridges to be used, road ballast, speed of trains, the regulation of rates of freight or passenger traffic, and but little to control the financial affairs of the corporations, or to prevent the discrimination in charges for services rendered the citizens of the commonwealth. So far as the regulation of

the affairs of railways in the matter of the adoption of safety appliances, or the maintaining and establishing of other conditions with a view to preventing injuries or destruction of life to passengers or employes is concerned, it may be said that there is no great urgency for action by the legistature, for it is a fact which all must acknowledge, that most of the railway managements in this state have exercised great diligence in in the adoption of the most approved apparatus to insure the safety of passengers and employes. Besides these precautions, it is also true that, with few exceptions, the road-beds are made and kept in a condition approaching the highest degree of perfection, and as a result of these commendable features of railway management in Pennsylvania we may hope for a decrease in the number of accidents to both passengers and employes.

In some states matters of railway management are subject to direction and supervision by boards of railroad commissioners, composed of from three to five members, as the law creating them may provide. Their work is as yet somewhat of an experiment, and the states that have not provided by law for such commissions are watching very closely their operations before taking the step themselves. Congress has, under the Constitution of the United States, entire control over interstate commerce, and, as a large percentage of both passenger and freight traffic of the nation is of this character, the supervision by state boards or commissions does not seem to be necessary; nor is it so urgently demanded as it was a few years ago.

While the great railway problem is not yet solved, it must be admitted that marked advancement has been made in the direction of its solution, and each year brings greater proficiency in management, and also a more thorough knowledge on the part of the people as to the important place occupied by the railway interests in our commercial and industrial development.

COMPLAINTS.

During the year two complaints were filed in the department, under the fourth section of the act of May 11, 1874, by S. S. Porter, of Fayette county, against the Mt. Pleasant and Broad Ford Railroad Company, and the Southwest Railway Company, charging said corporations with having transcended their corporate functions, and asking that an investigation of the matter be made. The department, in pursuance of the duty imposed by the act referred to, proceeded to make an investigation, with a view of ascertaining the cause of complaint, and, if well-founded, to certify the case to the Attorney General for his action. The corporations charged with violation of the law were notified of the complaints and requested to make a special report, under the constitutional authority given to the Secretary of Internal Affairs, and to make answer to the complaints charged against them. The correspondence with the com-

plainant and the companies complained of, together with the complaint and the findings in the case, are submitted herewith. The charges having been made and verified by the oath of the complainant, a careful investigation was made by a representative of the department going upon the ground where the trespass was alleged to have been committed, and where the property alleged to have been taken without due process of law and without rendering just compensation therefor, is situated. Upon examining the records of the county of Fayette it was ascertained that some of the matters complained of had already been passed upon by the court of that county, and that an action at law was still pending involving the matters complained of by said S. S. Porter; and, further, that the acts alleged to have been committed by the said railway corporations affecting the rights of the said S. S. Porter were of that nature for which the general assembly had provided adequate remedies by law. Whereupon the following record was made in the case:

S. S. PORTER

vs.

THE MT. PLEASANT AND BROAD FORD RAILROAD COMPANY, AND THE SOUTHWEST RAILWAY COMPANY.

This is a complaint filed by S. S. Porter, a citizen of the county of Fayette, against the Mt. Pleasant and Broad Ford Railroad Company, and the Southwest Railway Company, by which said companies are charged with taking land in Upper Tyrone township, Fayette county, without the consent of the owner, and it is alleged that said companies have thereby violated the tenth section of article one, and the eighth section of article sixteen of the Constitution of Pennsylvania.

That portion of the tenth section of article one, which it is claimed is violated, reads as follows:

"Nor shall private property be taken or applied to public use without authority of law, and without just compensation being first made or secured."

That portion of the eighth section of article sixteen, which it is claimed is violated, reads as follows:

"Municipal and other corporations and individuals invested with the privilege of taking private property for public use, shall make just compensation for property taken, injured or destroyed by the construction or enlargement of their works, highways or improvements, which compensation shall be paid or secured before such taking, injury or destruction."

The complainant having verified his complaint by oath duly administered under the provisions of the fourth section of the act of 1874, (Pamphlet Laws, page 136), which act seems to have been passed to enforce the provisions of the constitution referred to, an investigation was made of the matters complained of, first, by requiring special reports

from the companies charged with violation of the law, and, second, by going upon the premises alleged to have been illegally taken, and, third, by making examination of the records and proceedings had at law relative to the matters in litigation growing out of the relations of the complainant and the two companies referred to. The act of 1874, above mentioned, provides as follows:

"It shall be his (Secretary of Internal Affairs) especial duty to exercise a watchful supervision over the railroad, banking, mining, manufacturing and other business corporations of the state, and to see that they confine themselves strictly within their corporate limits, and in case any citizen or citizens shall charge, under oath, any corporation with transcending its corporate functions or infringing upon the rights of individual citizens, said secretary shall carefully investigate such charges, and may require from such corporation a special report, as enjoined in the constitution of the state, and in case he believes the charges are just and the matter complained of is beyond the ordinary province of individual redress, he shall certify his opinion to the Attorney General of the State, whose duty it shall be by an appropriate legal remedy to redress the same by proceeding in the courts at the expense of the state."

It is not maintained that there is no remedy at law, although an injury may have been inflicted as alleged by the complainant. Indeed, it would seem that the provisions made by the legislature to redress such wrongs are ample and complete, and while facts may easily be established to show that a corporation has violated the law, the Secretary of Internal Affairs is not rquired to certify such cases to the Attorney General for his action, under the Constitution and law, unless it is clearly shown that the case is one "beyond the ordinary province of individual redress."

From a careful examination of the complaint made by Mr. Porter, and of the records of the court in the county of Fayette, it is our opinion that this case is not one which should be certified to the commonwealth in order that the commonwealth may become a suitor to redress the alleged wrongs inflicted upon the complainant. This conclusion is justified if for no other reason than that at the time the complaint was made there were proceedings at law pending in the courts of Fayette county, and which are not yet determined. The Secretary of Internal Affairs, therefore, declines to certify this case to the Attorney General.

ISAAC B. BROWN,
Deputy Secretary of Internal Affairs.

July 18, 1891.

Copy of Correspondence, Complaints, Answers, &c., regarding the Complaint of S. S. Porter, against the Mt. Pleasant and Bradford Railroad Company et al.

DAWSON, FAYETTE COUNTY, PA.,
November 11, 1890.

Hon. THOMAS J. STEWART:

DEAR SIR: We respectfully call your attention (and perhaps it is not the first time) to the fact that the Mt. Pleasant and Broad Ford Railroad Company and the Southwest Railway company are using land in Upper Tyrone township without authority of law, being in violation of the tenth section of first article, and eighth section of sixteenth article Constitution of Pennsylvania and acts of assembly, 9th April, 1856, and 29th April 1874. I will also say here that corporations are robbing the people of Fayette county under the protection of their own court. And there seems to be no help for it under this administration. We respectfully request an investigation of this matter. And we will give the facts of the case under oath at any time desired, but we think all that is necessary is a thorough investigation of this case by some competent party.

The unlawful and outrageous proceedings of this court and these railroad corporations I think, have no paralell in the history of the state.

We respectfully submit this matter to your earnest consideration and remain,

Very truly,
SAMUEL S. PORTER.

DEPARTMENT OF INTERNAL AFFAIRS,
COMMONWEALTH OF PENNSYLVANIA,
HARRISBURG, PA., *November 17, 1890.*

SAMUEL S. PORTER, Esq., *Dawson, Pa.:*

DEAR SIR: Your complaint against the railways mentioned in your letter will receive proper attention within the next two or three weeks, as soon as other duties of the department will admit.

Very truly yours,
ISAAC B. BROWN,
Deputy Secretary.

DEPARTMENT OF INTERNAL AFFAIRS,
COMMONWEALTH OF PENNSYLVANIA,
HARRISBURG, PA., *November 20, 1890.*

SAMUEL S. PORTER, Esq., *Dawson, Pa.:*

DEAR SIR: Referring to your letter of the 11th instant, in which you call attention "to the fact that the Mount Pleasant and Broadford Railroad Company, and the Southwest Railroad Company, are using land in Upper Tyrone township, without authority of law, being in violation of the tenth section of the first article, and eighth section of the sixteenth article of the Constitution of Pennsylvania, and the acts of Assembly of Pennsylvania of April 9, 1856, and April 29, 1874," we would say that the duty of the Secretary of Internal Affairs, under the law, is to exercise a watchful supervision over the corporations of the state, to see that they confine themselves strictly within their corporate limits, "and in case any citizen or citizens shall charge, under oath, any corporation with transcending its corporate functions, or infringing upon the rights of individual citizens," he is to carefully investigate the charges.

You will, therefore, please formulate the charges against the companies in question, stating specifically the character of the infringement, making oath to the same, and forward them to this department, upon receipt of which they will receive immediate attention.

Very truly yours,
THOMAS J. STEWART,
Secretary of Internal Affairs.

DAWSON, FAYETTE COUNTY, PA.,
November 25, 1890.

Hon. THOMAS J. STEWART, *Secretary of Internal Affairs,*

DEAR SIR: Yours of November 20th just received and by your request in replying I will say that I charge the Mt. Pleasant and Broadford Railroad Company, and also the Southwest Railway Company, with taking land in Upper Tyrone township, Fayette county, without the consent of the owner, and in violation of the tenth section of first article, and eighth section of sixteenth article, Constitution of Pennsylvania, which require that a just compensation shall be made or secured before the taking of private property for public use, and when it is not paid before the taking, the acts of assembly (9th of April, 1856, and the 29th of April, 1874) require that it shall be secured before the taking by a bond with at least two sufficient sureties, this was never done, neither before nor after the taking, and therefore they have been using this land for years without authority of law.

In the above I have asserted that these two railroad companies have taken this land (four acres and sixty-four perches, or thereabouts) with-

out the consent of the owner and without paying anything for it, and without giving security as required by the aforesaid acts of assembly, and consequently have been using it for years without authority of law.

SAMUEL S. PORTER.

PENNSYLVANIA, }
COUNTY OF FAYETTE, } *ss:*

Personally appeared before me, the above-named Samuel S. Porter, who, upon his oath, says the foregoing statement by him subscribed is true and correct to the best of his knowledge and belief, this 25th day of November, A. D. 1890.

C. O. SCHROYER,
Notary Public.

[SEAL.]

DEPARTMENT OF INTERNAL AFFAIRS,
COMMONWEALTH OF PENNSYLVANIA,
HARRISBURG, *December 3, 1890.*

SAMUEL S. PORTER, Esq., *Dawson, Pa.:*

DEAR SIR: We are in receipt of your letter of the 25th ultimo, referring to the charges made against the Mount Pleasant and Broadford Railroad Company, and the Southwest Railway Company. You charge them with "taking land in Upper Tyrone township, Fayette county, without the consent of the owner and in violation of the tenth section of the first article and eighth section of sixteenth article of the Constitution of Pennsylvania."

You state that the companies have taken land to the extent of "four acres and sixty-four perches or thereabouts."

I would respectfully request more specific information as to the land taken, and would ask that you state precisely where it is located and by what properties surrounded.

Upon receipt of the information the necessary steps in the premises will be immediately taken.

Very truly yours,
THOS. J. STEWART,
Secretary of Internal Affairs.

DAWSON, FAYETTE COUNTY, PENNA., *December 5, 1890.*

Hon. THOMAS J. STEWART, *Secretary of Internal Affairs:*

DEAR SIR: Yours of December 3d received. In reply will say that the four acres and sixty-four perches of land referred to in my letter is a part of the Moses Porter farm, in Upper Tyrone township, Fayette county, and is bounded and described as follows: Beginning within three feet of the first telegraph pole north of Tinstman's Station and extending toward Broadford a distance of one hundred and seventy-six

rods to a point south of Summit Station. Said strip of land is four rods wide, having the Mt. Pleasant and Broadford Railroad track as its center line, and is joined by lands held by the H. C. Frick Coke Company, Sol. Kiester, Emily Porter, Mt. Pleasant and Broadford Railroad Company, James Woods, I. Cossel, Jack Shallenberger's heirs, E. Hepler, Henry Shallenberger and others.

The Mt. Pleasant and Broadford Railroad Company obtained possession of this land by a fraudulent bond in 1870, and laid one track on its center line. June 10, 1880, my father (Moses Porter) died and left this land with other adjoining lands to his children. In March, 1882, all his other children, by a written agreement, which I have, conveyed their right, title and interest in said strip of land to me, and in pursuance of said agreement delivered to me my father's deed to said land (at the time of delivery was the deed of his heirs), and also the bond of the Mt. Pleasant and Broadford Railroad Company, which at that time I thought to be a legal instrument, but which I now know to be a forgery, being simply the conditions of a bond, with the bond omitted. After the heirs conveyed to me, the Southwest Railway Company laid several tracks on the land without the consent of the owner and in violation of the law.

Hoping that the above information will enable you to proceed with your investigation, I remain,

Very truly yours,
SAMUEL S. PORTER.

DAWSON, PA., *December 30, 1890.*

Hon. THOMAS J. STEWART :

In your letter of December 3d you requested for more specific information as to the land taken, and the precise location and surroundings of the same, which information I promptly forwarded to you. Please let me know whether you have acted, and if you have, how soon may we know the result of said action.

Very respectfully,
SAMUEL S. PORTER.

DEPARTMENT OF INTERNAL AFFAIRS,
COMMONWEALTH OF PENNSYLVANIA,
December 31, 1890.

SAMUEL S. PORTER, Esq., *Dawson, Pa.:*

DEAR SIR: Acknowledging receipt of your letter of yesterday we would say that the matter to which you refer is now under investigation, and we will report to you in a few days what progress has been made.

In the meantime we understand from your letter of the 5th, inst., that a bond was actually given as security for the damage that might

be sustained by reason of the taking of the land, but that it afterwards appeared that the signatures on the bond were forgeries. Are we correct in this understanding ?

Very truly yours,

ISAAC B. BROWN,
Deputy Secretary.

DEPARTMENT OF INTERNAL AFFAIRS,
COMMONWEALTH OF PENNSYLVANIA,
December 31, 1890.

J. B. WASHINGTON, Esq., *President Mount Pleasant and Broadford Railroad Company, Pittsburgh, Pa.:*

DEAR SIR: A complaint has been filed against the Mount Pleasant and Broadford Railroad Company, verified by the oath of Samuel S. Porter, of Dawson, Pa., who charges your company with having taken land in Upper Tyrone township, Fayette county, without consent of the owner and in violation of the tenth section of the first article and the eighth section of the sixteenth article of the Constitution of Pennsylvania, which require that a just compensation shall be made or secured before the taking of private property for public use, and when it is not paid before the taking, the acts of assembly of April 9, 1856, and April 29, 1874, require that security shall be given.

The land described is at Tinstman's Station, extending from the first telegraph pole north of said station towards Broadford, a distance of 176 rods, to a point south of Summit Station, the same being four rods wide.

Under the provisions of the constitution and the laws of the commonwealth it is the duty of the Secretary of Internal Affairs to make investigation of this complaint; but before doing so we prefer to call your attention to the matter, in order that you may make reply if you desire to do so.

Please let us hear from you promptly.

Very truly yours,

ISAAC B. BROWN,
Deputy Secretary.

DEPARTMENT OF INTERNAL AFFAIRS,
COMMONWEALTH OF PENNSYLVANIA,
HARRISBURG, PA., *December 31, 1890.*

J. N. DUBARRY, Esq., *President Southwest Pennsylvania Railway Co., 233 South Fourth street, Philadelphia, Pa.*

DEAR SIR: A complaint has been filed against the Southwest Pennsylvania Railway Company, verified by the oath of Samuel S. Porter, of Dawson, Pa., who charges your company with having taken land in

Upper Tyrone township, Fayette county, without consent of the owner and in violation of the tenth section of the first article and the eighth section of the sixteenth article of the Constitution of Pennsylvania, which require that a just compensation shall be made or secured before the taking of private property for public use, and when it is not paid before the taking the acts of assembly of April 9, 1856, and April 28, 1874, require that security shall be given.

The land described is at Tinstman's Station, extending from the first telegraph pole north of said station towards Broadford, a distance of 176 rods, to a point south of Summit Station, the same being four rods wide. Under the provisions of the constitution and the laws of the commonwealth it is the duty of the Secretary of Internal Affairs to make investigation of this complaint; but before doing so we prefer to call your attention to the matter, in order that you can make reply if you desire to do so. Please let us hear from you promptly.

Very truly yours,

ISAAC B. BROWN.
Deputy Secretary.

BALTIMORE AND OHIO RAILROAD COMPANY,
PITTSBURGH, *January 2, 1891.*

Subject: Complaint against Mount Pleasant and Broadford Railroad Company for appropriation of land.

Mr. ISAAC B. BROWN, Esq., *Deputy Secretary, Harrisburg, Pa:*

DEAR SIR: Yours of December 31, 1890, on above subject, has been handed by me to our counsel, Mr. McCleave, who will investigate the matter, and make answer to the same as early as possible. Thanking you for your courtesy in notifying me. I remain,

Yours truly,

J. B. WASHINGTON,
President Mt. P. and B. Fd. R. R. Co.

P. O. Box 1028.

PENNSYLVANIA RAILROAD COMPANY,
OFFICE OF THE SECOND VICE PRESIDENT,
Philadelphia, January 2, 1891.

Mr. ISAAC B. BROWN, *Deputy Secretary of Internal Affairs:*

DEAR SIR: I beg to acknowledge receipt of your favor of the 31st. ult., advising that complaint has been filed against the Southwest Pennsylvania Railway Company, verified by the oath of Samuel S. Porter, of Dawson, Pa., who charges our company with having taken land in Upper Tyrone township, Fayette county, without consent of the owner.

I have examined the map of our right of way in Tyrone township and can only identify one piece of land anything like the dimensions indi-

cated by you, namely, that of John and Elizabeth Sterritt, for which we hold their deed dated February 8, 1882.

The only piece of land on this road, in the name of Porter, is that of the heirs of Moses Porter, which is immediately on the summit and is only about 357 feet long, for which we hold deed of Emily Porter.

Upon an examination of the right of way on the whole length of this Broadford branch, I find that there are no unsettled cases, and that we have title for all of the property occupied by our line of railroad. Your correspondent, Mr. Porter, is evidently in error in reference to this matter.

If I can give you any further information upon the subject that you may desire I will be glad to furnish it.

Yours truly,

J. N. DUBARRY,
Pres. S. W. Pa. Ry. Co.

DAWSON, PA., *January 7, 1891.*

Secretary of Internal Affairs:

DEAR SIR: Your letter of the 31st day of December just received and replying to the same will say that you misunderstand me as to the signatures of the bond being false, the signatures are real, but the bond itself is false, being the conditions of a bond with the bond omitted. "The fraudulent application of a false signature to a true instrument or a real signature to a false one are forgeries." 4 Blk. 247.

Very respectfully,

SAMUEL S. PORTER.

MT. PLEASANT AND BROADFORD RAILROAD COMPANY,
PITTSBURGH, *January 8, 1891.*

To the Honorable Secretary of Internal Affairs, Harrisburg, Pa.:

DEAR SIR: In reply to your communication of the 31st ultimo we would respectfully submit for your consideration the following statement of facts in reference to the matter referred to:

Moses Porter was seized of a tract of land in Upper Tyrone township, Fayette county, Pennsylvania, containing 106 acres.

In the year of 1870 the Mt. Pleasant and Broadford Railroad Company was constructed over this land, occupying a right of way through the same 60 feet in width and 2,480 feet in length, the strip so taken containing 3.42 acres.

The railroad company, being unable to agree with Moses Porter as to the amount of compensation proper to be made, tendered him its bond, conditioned as required by the statute to secure to him the payment of such compensation as might be assessed in the manner provided by law, or agreed upon by the parties.

This bond was dated August 16, 1870, and upon its presentation to Mr. Moses Porter was accepted by him.

On the 20th day of September, 1886, J. D. Porter, administrator of Moses Porter, deceased, presented his petition to the court of common pleas of Fayette county, setting forth, *inter alia*, that the Mt. Pleasant and Broadford Railroad Company had, in the lifetime of said Moses Porter, entered upon the land above described and constructed its road thereon, and praying for the appointment of viewers to assess the damages.

Viewers were accordingly appointed.

These viewers, after visiting the land and hearing the testimony, made a report and the same was filed in the common pleas of Fayette county.

The plaintiff appealed from the viewers' award.

On the 1st day of October, 1890, a verdict by agreement was rendered against the railroad company and judgment was entered thereon October 6, 1890, the amount of said verdict being $1,000.00.

This judgment has been paid by the company and the record satisfied.

Samuel S. Porter, who has filed his complaint with the Secretary of Internal Affairs, is a son of the aforesaid Moses Porter, and a brother of J. D. Porter, the administrator.

Samuel has claimed that the damages occasioned by the construction of the railroad through his father's farm had been assigned to him, and upon this theory he began condemnation proceedings to recover the same. In this attempt he was unsuccessful in court.

If he has any right to these damages his remedy, of course, is against the administrator who has collected them. Samuel has brought an action in ejectment for the same strip of land. This action is pending now in the common pleas of Fayette county, and is on the trial list for February term of court.

These facts can all be verified by reference to the court records at Uniontown. We suppose that this statement will be satisfactory. If not, we will be glad to furnish you any additional information which may be required.

Yours respectfully,

J. B. WASHINGTON,
President.

DEPARTMENT OF INTERNAL AFFAIRS,
COMMONWEALTH OF PENNSYLVANIA,
January 10, 1891.

SAMUEL S. PORTER, Esq., *Dawson, Pa:*

DEAR SIR: Your letter of the 7th instant has been received and placed on file with the other papers in the case.

As soon as the facts are fully known you will be advised. The matter is now being investigated.

Very truly yours,
ISAAC B. BROWN,
Deputy Secretary.

DEPARTMENT OF INTERNAL AFFAIRS,
COMMONWEALTH OF PENNSYLVANIA,
February 7, 1891.

SAMUEL S. PORTER, Esq., *Dawson, Pa:*

DEAR SIR: In regard to the complaint which you have filed against the Mt. Pleasant and Broadford Railway Company, we have gleaned the following information, partly from the records of Fayette county and partly from statements made by the authorities of the company referred to:

That in 1870 the Mt. Pleasant and Broadford Railway Company constructed a road over the land of Moses Porter, your father, that the said Moses Porter and the said railway company were unable to agree as to the amount of damage or compensation which should be paid for the land taken, and that on account of said failure to agree, a bond was presented to the court and on petition properly made, viewers were appointed to assess the damage; that the petition was made by J. D. Porter, administrator of Moses Porter, deceased; that the viewers returned a verdict of one thousand dollars for the estate of Moses Porter, and that the amount so returned was paid by the said railway company. After this payment Samuel S. Porter, who, we presume to be yourself, commenced an action against the company, alleging that he had a right to the damages sustained by the taking of the land as aforesaid, and in this action he was defeated; that an action of ejectment has since been commenced and is now pending in the common pleas of Fayette county.

We should like to know from you, over your own signature, whether the above is a true statement of the case.

If there is litigation now pending in the courts of Fayette county over the subject matter of your complaint, it would not be proper for this department to certify the matter to the Attorney General. Indeed no question should be certified to the Attorney General by this department, under the law and constitution to which you refer, as long as the complainant has a remedy at law. The department does not hesitate to take such action as may be warranted by the constitution and law, but it should not place in the hands of the Attorney General a question for his consideration, unless there is a clear violation of law and no adequate remedy at law.

The Pennsylvania Railway Company claim to have acquired a piece of land 357 feet long on the summit, in the township referred to by you,

which tract belonged to Moses Porter, and for which they have a deed.

In your reply will you be kind enough to state whether or not such a deed was given? Before we make further investigation of your complaint against the latter company we should like to know from you whether any such deed was ever given by your father or his legal representatives.

Very truly yours,
ISAAC B. BROWN,
Deputy Secretary

[NOTE.—Some irrelevant matters have been omitted from this copy, as well as certain references to persons by name.]

DAWSON, FAYETTE COUNTY, PENNA.,
February 19, 1891.

Secretary of Internal Affairs:

DEAR SIR: Your letter of February 7th received; contents noted. You ask whether your statement in reference to the Mt. Pleasant and Broadford railroad case is true. In answer I will say it is not. I placed this case in the hands of Daniel Kaine, attorney-at-law, in 1881, which his letters to me at that time will show. Then I owned one-eighth interest in the strip of land which I described to you in a former letter—my brothers and sisters owning the other seven-eighths.

The 14th day of March, 1882, said brothers and sisters, seven in number, conveyed their right, title and interest in said strip of land to me by a written agreement, which I have, and in pursuance of this agreement, gave me my father's deed, which covers the land and which descended with the land to his heirs, and also in pursuance of this agreement gave me the bond (misnomer) of the Mt. Pleasant and Broadford Railroad Company. These three instruments of writing constitute my title to the land and every interest in it. Said instruments are in my possession.

The aforesaid strip of land was the last property belonging to my father's estate, and it was disposed of by the heirs to me.

All his property, real, personal and mixed being now disposed of, the said estate ceased to exist, being merged in the estates of other parties. Now is there anything to do for a court, administrator, or heirs, in an estate which has passed out of existence? Nothing. Consequently J. D. Porter, administrator, petitioned for his discharge from said administration; June 10, 1882, heard and continued. I petitioned for his discharge September 16, 1882. Rule granted on J. D. Porter to show cause why he should not be discharged; returned last Tuesday of October, 1882. Here it stopped. Cause unknown to me. July 14, 1887, I again petitioned for his discharge without effect. These petitions are all on record.

* * * * * * * *

The Southwest Penna. Railway Company have a deed for a piece of

land taken from a lot of ten (10) acres and one hundred perches, in which my mother has a life estate. Said deed was made by her and the heirs of Moses Porter, myself being one of them. Here follows an extract from said deed. Beginning at a point in the lands of Sol. Kiester and running by said lands south 61° 22′ east, forty-four and eight-tenths (44.8) feet to the center line of the Broadford branch of the Southwest Penna. railway, as located, and still by the same course and land, twenty-four and seven-tenths (24.7) feet to a corner; thence by land held by the Mt. Pleasant and Broadford Railroad Company south 36°, west three hundred and fifty-seven and four-tenths (357.4) feet to a point in the public road leading to Tyrone. The lands held by the Mt. Pleasant and Broadford Railroad Company are the lands we are contending for, which includes four acres and sixty-four perches, and on which the Southwest Penna. Railway Company have constructed three tracks, running side by side to within six (6) feet of the track of the Mt. Pleasant and Broadford Railroad Company, last said track occupying the center of said strip of land which is sixty-six feet wide. You can judge from this whether the Southwest Penna. Company are on our land or not. These three tracks are constructed over the land in such a manner as to occupy nearly two acres of said four acres and sixty-four perches. These tracks were constructed on this land after they had constructed their first track over their deeded land. Said railroad company well know their deeds show it, that they have no right on the land where these three tracks are constructed. Did they pay or did they secure the payment for the damages sustained before taking the land? If they did not, and they know they did not, is this not a clear violation of the law, for which there is no remedy in the court of Fayette county as it is now constituted? My experience of nearly ten (10) years in said court on one of these cases will amply verify.

Please find enclosed a copy of the bond (misnomer) given my father before taking possession of the land and by which they obtained possession of it, said strip of land extending a distance of one hundred and seventy-six rods through his best lands with a cut twenty feet deep and an embankment, the two extending the whole length of the land, and also necessitating the construction of 352 rods of fence; for said land and damages the company have never paid the owner a penny, besides subjecting him to nearly ten years' litigation already.

A copy of the Mt. Pleasant and Broadford Railroad bond:

Know all men by these presents:

That whereas, The Mt. Pleasant and Broadford Railroad Company are about to enter upon and occupy lands belonging to Moses Porter, for the purpose of their railroad, and whereas the said Moses Porter refuses to permit such entry, and the parties cannot agree on the amount of damages claimed, now then the said The Mt. Pleasant and Broadford Railroad Company, Martin O. Tinstman and Henry O. Tinst-

man, do hereby covenant and agree with the said Moses Porter, his executors and administrators, that the said Mt. Pleasant and Broadford Railroad Company shall and will pay, or cause to be paid, unto the said Moses Porter, his executors or administrators, such amount of damages as the said Moses Porter shall be entitled to receive, after the same shall have been agreed upon by the parties, or assessed agreeably to the provisions of the act of assembly prescribing the mode of ascertaining the same.

In testimony whereof the said The Mt. Pleasant and Broadford Railroad Company have hereunto, by the hand of their president, affixed their corporate seal, and the said Martin O. Tinstman and Henry O. Tinstman, have hereunto set their hands and seals this 16th day of August, A. D. 1870.

{ CORPORATE SEAL. }

A. O. TINSTMAN, [SEAL.]
M. O. TINSTMAN, [SEAL.]
H. O. TINSTMAN, [SEAL.]

Attested by H. CLAY FRICK.

[Revenue stamp.]

The fraudulent application of a false signature to a true instrument or a real signature to a false one are forgeries. The enclosed is not a true instrument; if that is so then it must be a false one, and consequently a forgery. It might be called the condition of a bond, as defined by statute, with the bond omitted. It has been suggested that it is an agreement to convey an interest in land and that acceptance makes it good. I will say in that case it must be signed by Moses Porter, which it is not, to have any force or bind the parties. So reads the act of the 21st of March, 1772, and also the decision of the Supreme Court of Pennsylvania. Constitution of Pennsylvania, article 1, section 10, article 16, section 8, says that in taking private property for public use, a just compensation must be paid or secured before the taking. And the act of the 9th of April, 1856, and the 29th of April, 1874, say that in all cases where the parties cannot agree on the amount of damages claimed, the company or corporation shall tender a bond with at least two sufficient sureties to the parties claiming damages. That is the same as to say that private property cannot be taken for public use except by a secured bond. * * * To say the very least of it, this instrument is not a bond, and it leaves the company a trespasser from the day they entered on the land to the present time.

* * * * * * * * * *

In conclusion we will say that the court of Fayette county have exercised a power over this matter during the past, nearly ten years, in my opinion more deleterious to the interests of society than that of the highwayman, because it embraces other offenses besides that of robbery, one of which is being a direct and flagrant violation of the eleventh section of the first article of the Constitution of Pennsylvania, a part of which section is defined by the act of 24 February, 1806, which act the

court of Fayette county is a standing violation. I need not mention the solemn oath under which the judge acts and by which he is bound.

I now respectfully submit the foregoing statement and remarks to your earnest consideration, hoping that it may aid you in your investigation.

I remain very truly,

SAMUEL S. PORTER.

PENNSYLVANIA, } ss:
FAYETTE COUNTY, }

Personally appeared before me, this 19th day of February, 1891, Samuel S. Porter, who upon oath says that the foregoing statement and remarks are true and correct to the best of his knowledge and belief.

C. O. SCHROYER,
Notary Public.

DAWSON, PA., *March 23, 1891.*

Secretary of Internal Affairs:

DEAR SIR: I forwarded a document to you February 19, 1891. Please let me know whether you received it, and also what is being done relating to my business with the Mt. Pleasant and Broadford Railroad Company, and the Southwest Railway Company, and oblige,

Very respectfully,

SAMUEL S. PORTER.

DEPARTMENT OF INTERNAL AFFAIRS,
COMMONWEALTH OF PENNSYLNANIA.
March 26, 1891.

SAMUEL S. PORTER, Esq., *Dawson, Pa.:*

DEAR SIR: Acknowledging receipt of your letter of the 23 in. stant, we would say that we have carefully examined your statement and considered it, and will give the case further attention as soon as we can. The legislature is now in session and takes up a great deal of our time, but we expect to visit Fayette county, and when there will determine what action, if any, the department should take.

Very truly yours,

ISAAC B. BROWN,
Deputy Secretary.

DEPARTMENT OF INTERNAL AFFAIRS,
COMMONWEALTH OF PENNSYLVANIA,
June 2, 1891.

S. S. PORTER, Esq., *Dawson, Pa.:*

DEAR SIR: If you have an attorney employed in the case wherein you have made complaint against certain railway companies, will you

kindly have him draw up a statement showing exactly wherein you have complaint against such railway companies for which there is no redress provided by law through the courts of the commonwealth?

We shall soon be ready to make report in this case and would be glad if you could comply with this request at as early a day as possible.

Very truly yours,

ISAAC B. BROWN,
Deputy Secretary.

DAWSON, PA., *June 12, 1891.*

Secretary of Internal Affairs:

DEAR SIR: You desire a statement showing exactly wherein I have complaints against these two railway companies for which I have no redress provided by law through the courts of the commonwealth. I have ample redress; had I not, I should have abandoned this matter long ago. The trouble is not in the law, but in the parties who administer the law. Nearly ten years ago I placed this matter in the hands of a sworn officer of the court of Fayette county. When it was in his hands it was in the court, and you know what they did in those ten years, simply nothing that would have any effect in law. The Mt. Pleasant and Broadford Railroad Company obtained possession of this strip of land by forging a bond (an infamous crime) and the Southwest Pennsylvania Company by the highest injury that can be done to real property, that is by coming between the ancestor and the heir and keeping the heir out of his possession. So says "Blackstone."

Now these two railroad companies have unlawful possession of this land and are using it contrary to law. What is the remedy? I say injunction, which is the remedy to prevent acts contrary to law.

The supreme court has original jurisdiction in cases of injunction where a corporation is the party defendant (article 5, section 3, Constitution of Pennsylvania), and this is what I hope to obtain through your mediation.

Article 16, section 3, Constitution of Pennsylvania, says that the exercise of the police power of the state shall never be abridged, or so construed as to permit corporations to conduct their business in such a manner as to infringe on the equal rights of individuals or the general well-being of the state.

You will please observe that I have both the legal and equitable title in this strip of land by the will of my father and his deeds for this land, which descended to his heirs with the land being made to him and his heirs forever, and as I am one of his heirs, I have both the legal and the equitable title and the only person who has, as the other heirs conveyed their equitable title to me in a written agreement with me. Said written agreement with the deeds to the land and this forged instrument of the Mount Pleasant and Broadford Railroad Company are in my possession, all obtained from the other heirs in 1882. Now it matters not who

owns the land. If the railroad companies have no right on it, is it not the business of the state to interfere by way of injunction and stop them from using it until they can do so by authority of law?

Constitution of Pennsylvania, article 1, section 10, says, Nor shall private property be taken or applied to public use, without authority of law, and without just compensation being first made or secured. Are not the judges of the supreme court on oath to support, obey and defend that clause of the constitution as much as any other part of it? There can be but one answer to that question and that must be in the affirmative.

An injunction is the proper remedy in my opinion. If you can obtain the injunction, I furnishing the evidence, if you do not already have it, I will then be in a position to go for the railroad companies.

If desired, I can bring or send my title papers to Harrisburg.

Hoping to hear from you at once, I remain,

Very respectfully,

SAMUEL S. PORTER.

DEPARTMENT OF INTERNAL AFFAIRS,
COMMONWEALTH OF PENNSYLVANIA,
July 18, 1891.

S. S. PORTER, Esq., *Dawson, Pa.:*

DEAR SIR: Acknowledging receipt of your letter of recent date we enclose herewith a copy of the action of the Secretary of Internal Affairs in regard to the complaints made by you against the Mount Pleasant and Broadford Railroad Company and the Southwest Railway Company.

Very truly yours,

ISAAC B. BROWN,
Deputy Secretary.

DEDUCTIONS FROM THE RETURNS.

STEAM RAILROADS.

From the returns for the year ending June 30, 1891, some deductions have been made which will no doubt be of value to the public. For more general information on this subject a reference is made to the consolidated tables printed in this report. There are 321 companies making reports; an increase of 38 over the number reporting last year.

MILEAGE.

The total length of roads reported is 11,784.78; an increase of 909.33 since the last report. It must be remembered that these figures cannot be accepted as indicating that there has been nearly one thousand miles of road built during the year, for many of the roads reporting on mileage, as well as on other subjects, include the operations of the lines outside as well as those within the limits of Pennsylvania; and, in some cases, like that of the New York, Lake Erie and Western, the greater portions of their operations are carried on outside of the state. In nearly all the deductions made from these reports this fact should be borne in mind, for it will be observed that the law requiring reports to be made to this department affects all railroads whose lines are in whole or in part in Pennsylvania. The exact increase in mileage in Pennsylvania cannot be given, but from the best information at hand it would appear to be about 600 miles. Pennsylvania has always kept in the advance line of railway development, and is still keeping abreast with the advancement in this wonderful interest, and over all her mountains and through her valleys the great railway interests have pushed their course, opening her lumber and coal lands in every direction to both foreign and domestic markets. Ten years ago there seemed to be a sentiment that railroad development in Pennsylvania had reached its limit, and that further investments and enterprises would be unprofitable. Time has shown the fallacy of this position, and we may expect greater advancement in the next ten years, both in the character of railway transportation and in the construction of roads, and extension of the lines of corporations whose roads are now in operation. The actual combined length of lines in Pennsylvania is not far from 9,000 miles. In these deductions some comparisons may be made with the railway statistics as published by the Interstate Commerce Commission, for the year ending June 30, 1890, which publication is the most recent national statistics compiled under the direction of Professors Adams and Case, statisticians for the Interstate Commerce Commission. From these returns it appears that the combined length of the roads in the United States, on

the 30th of June, 1890, was 163,597.05 miles. The State of Illinois has the greatest mileage, to wit, 10,213.97, in which state, in many respects, the railway developments are similar to those in Pennsylvania. In mileage there is but a slight difference, as has been seen. Illinois has 5.43 acres of territory, and Pennsylvania 5.44 to every mile of road. The extension of old lines and the construction of new ones are adding to the mileage of the lines in the United States at the rate of about 5,000 miles per year, involving an annual expenditure of several hundred millions of dollars. As before stated, we find the mileage of the roads reporting to this department to be 11,784.78 miles, which indicates the combined length of roads, independent of a large number of tracks, sidings and switches. If to the total mileage as given we add the second, third and fourth tracks, the switches and sidings, there would be an increase of about twenty-five per cent. to the mileage as above given. In the United States there appears to be a total trackage of about 208,000 miles.

CAPITALIZATION AND INDEBTEDNESS.

In returns for the year ending June 30, 1890, the capital stock paid in was shown to be $799,987,217.65, and for the year just closed $859,535,920.82; an increase of $59,548,703.17. For the previous year the capital stock per mile of road was $73,559. Returns for this year have reduced this amount to $72,936.10 per mile. The funded debt now amounts to $918,771,209.62, or $77,906.25 per mile of road. Last year the funded indebtedness was shown to be $880,589,509.72, or $80,976.31 per mile of road. To ascertain the entire capitalization of the roads we add the funded debt and capital stock together and we have $1,778,307,130.44, or a capitalization of $150,898.71 per mile of road. There is a marked contrast of total capitalization between the returns made to this department and those made to the Interstate Commerce Commission. It appears that the railway interests of the United States, as represented by stock and bonded indebtedness, are about ten billions, or a capitalization of $60,340 per mile of road. We have already seen that the capitalization in Pennsylvania, as indicated by stock paid in and bonded indebtedness, exclusive of the floating debt, is $150,898.71, or a capitalization of $90,558.71 more per mile in Pennsylvania than the average in the United States. Why this great disparity in capitalization? Does the cost of construction in Pennsylvania so far exceed the average cost of construction in the United States? Or is it due to the greater proportion of double, treble and quadruple trackage; the superior and more expensive road-beds, and the completeness and magnificence of the equipment?

In the grouping of territory for the purpose of making comparative statistics, as arranged by the Interstate Commerce Commission, the greater part of Pennsylvania is placed in the second group with the States of New York, New Jersey, Delaware and Maryland, in which

group the capitalization per mile of road, as above stated, is $117,902, the highest figures given; while in group seven, composed of Montana, Wyoming, Nebraska and parts of Colorado and the two Dakotas, the capitalization is but $50,413 per mile of road. These figures clearly indicate that the railways of Pennsylvania are represented by more stock and bonds per mile than those of any other state. It will also be observed that while the stock of the roads is $859,535,920.[illegible]2, the bonded indebtedness is $918,771,209.62, or a bonded indebtedness of $59,235,-288.80 greater than the stock capitilization.

The financial success of railway management in Pennsylvania is apparent when that interest can float a bonded indebtedness equal to its capital stock, and $60,000,000 of bonds in excess of that amount. Especially is this observation pertinent when it has been the policy of the law to keep the bonded indebtedness of these corporations much below the amount of stock actually paid in.

In the calculations made above no account has been taken of the unfunded debt which amounts to $99,485,833.90, or $8,441.30 per mile of road. Truly many generations, down through the course of time, will pay tribute to this era of railway development in the way of interest on the great debt which the nineteenth century will bequeath as a heritage to the financier and interest payer of the future.

Cost of Roads and Equipment.

The aggregate cost of construction of the roads reporting to this department, together with the expense of equipment, is given at $1,413,-852,335.73, or $364,454,794.71 less than the combined amounts of the capital stock and bonded debt, which represent the entire capitalization. Many of the roads are not only paying interest on their funded debt, but are regularly dividing handsome dividends, yet the figures given would on their face seem to indicate that the cost of maintenance, operation, payment of dividends and other expenses are generally so great that the entire income of all railways is not sufficient to meet the contingent and fixed charges; for it will be seen that the present capitalization is over a third of a billion of dollars greater than the entire construction and equipment accounts. Possibly there is a fair percentage of water in the stock. These figures may not represent the facts, but they are truthful deductions from the returns made.

Permanent Improvements.

Some of the managements are devoting much attention and millions of money to the permanent improvement of their lines, in the way of straightening tracks, erection of stone and iron bridges and substantial stations. The Pennsylvania road especially is pushing this work throughout their entire system, but more particularly in the straightening and improvement of their tracks between Lancaster and Philadelphia. So

far as the Pennsylvania road is concerned, these improvements are being made by new issues of stock, and without an increase of its funded indebtedness, a policy which, from a financial standpoint, is certainly most highly to be commended, for in times of financial distress it is much easier to make peace with the stockholder than with the bondholder. During the year just closed thirty-one millions of dollars were expended for permanent improvements by the railroads of the state.

LOCOMOTIVES AND CARS.

Three hundred and forty-eight new locomotives have been put into service during the year, making the number now in use 7,016, or 59 per each one hundred miles of road. In the United States the average is but 19 per one hundred miles of road; the entire number being 29,928. To conduct the passenger traffic 5,626 cars are employed by the Pennsylvania roads, or 47 per one hundred miles of road; while in the United States there are in use 26,511, or but 17 per one hundred miles of road. The companies in this state transport their freight in 315,957 cars, an increase of 22,618 during the year; making an average of 2,681 cars per one hundred miles of road, while in the United States there are but 584 cars per one hundred miles of road.

COST OF TRANSPORTATION.

The average cost per ton for transportation seems exceedingly and almost ridiculously low. While there may be many cases of discrimination and probably some cases in which extortionate charges are made for freight transportation it is an undisputable fact that rates in the United States are in general very low. In 1870, the average rate per ton for one mile was about two cents, and it has since fallen to less than one cent per mile. Freight rates in the United States are only about 63 per cent. as high as those in the schedule of rates on the continent of Europe, and only about 50 per cent. as high as those in Great Britain. While this favorable condition to the American shipper exists, the American rates for passenger traffic are also much lower than the European rates. In 1870, the average passenger rate per mile in the United States was a little over three cents, and in 1890, it had fallen to about two and twelve-hundredths of a cent, which is at least 25 per cent. lower than the well-established rates in the European nations. Density of population and centralization of freight traffic are most important factors in estimating the earning possibilities of a railroad. In this respect the great railroads of Europe have vast advantages. The United States, with her combined length of railways, fast approaching to 200,000 miles has only a population of about 65,000,000 from which to derive revenue; while Europe, with only about 135,000 miles of road, has a population five time as large. Wages, iron, fuel and most of the items and materials necessary for the construction, operation and maintenance of a railway are much

cheaper in Europe than in America. Notwithstanding these conditions, which, from a comparative standpoint, are all favorable to railway corporations abroad, tonnage and passenger rates in the United States are much lower than in foreign countries; while the facilities for shipping freight and the comforts and conveniences afforded passengers in the United States are unequaled anywhere in the world. As before seen, the average rate per ton per mile in the United States is less than ninety-five one-hundredths of a cent, and the passenger rate is 2.167 of a cent per mile, we have still more favorable conditions in Pennsylvania for both the shipper and the traveler, where the average freight rate per ton per mile is less than three-fourths of one cent, or, to give exact figures, it is seventy-two one-hundredths of one cent, and the passenger rate is two and three one-hundredths of one cent per mile. In both these items there has been a slight reduction during the year. The Pennsylvania system carries its freight for six-fifty-six one-thousandths of a cent per ton per mile.

A close study of these figures will dispel all doubts as to the revolution that has taken place in our commercial conditions during the last fifty years. When a ton of any commodity can be shipped now from Chicago to New York, in less time and for less money, than it could have been transported sixty years ago from Lancaster to Philadelphia, we need not be surprised that the Pennsylvania wheat grower is put in the most direct and active competition with the producer of wheat on the prairies of the west. Some localities, perhaps many, have been seriously affected by this great change, but it must be admitted that the people of the nation generally have profited by it.

PASSENGER TRAFFIC.

During the year returns show that the lines in Pennsylvania carried 138,070,156 passengers; an increase of 12,173,097 over the number reported last year. These figures show an average of passengers carried for each car of 24,541. The passenger revenues amounts to $52,500,-897.07, or an average revenue per mile of road of $4,454.00, and an average earning of $9,341.00 for each passenger car in service. The passenger train mileage in Pennsylvania is 56,197,662. In the country at large these items fall somewhat short on a unit basis of our Pennsylvania companies. The number of passengers carried for the year ending June 30, 1890, was 492,430,865, from which revenue was derived amounting to $260,786,453, an average per passenger car of $9,836.00, and per mile of road of $3,148.00. The average number of passengers carried in each car was 18,574. The passenger train mileage in the United States was reported to be 285,575,804.

FREIGHT TRAFFIC.

One hundred and seventy-nine million five hundred and thirty-three thousand eight hundred and seventy-eight dollars and ninety-five cents

represents the amount of revenue received by the railroads of Pennsylvania for the transportation of freight, the tonnage being 247,496,622 tons. These figures indicate an earning of $15,234.38 per mile of road, and an average of $568.22 per freight car. The average number of tons for each car in service is 436.99, with a freight train mileage of 103,805,943. In the United States for the year ending June 30, 1890, there were carried 636,541,617 tons of freight, for which a revenue was received of $714,464,277, an average income per mile of road of $4,367.00, and an average earning per car of $782.00; average tonnage per car of 696.75; average freight train mileage of 435,170,812.

EMPLOYES.

In the railway service of Pennsylvania there are employed 187,656 persons, an increase of 10,711 over last year. To this great army of employes there was paid last year $102,915,304.44, an average per capita of $548.69. The number of men per one hundred miles of road was 1,572. In the country at large there are employed 749,301 persons, or 479 per each one hundred miles of road.

INCOME.

The total income of all the railroads in Pennsylvania for the year was $288,952,576.44; an increase of $18,509,693.64 over the previous year.

EXPENSES.

The total expenses for the year were $245,522,426.02; an increase of $9,962,339.83.

ACCIDENTS.

While the number of persons killed and injured on the railways has been increasing for several years, and while, from the best data obtainable from the roads throughout the country, the past year seems to have been a most unfortunate one in this respect, there is nevertheless a satisfaction in recording the fact that the lines reporting to this department show a decided decrease in both the number of persons killed and injured. In 1890 the number of passengers, employes and others reported killed in Pennsylvania was 1,463, and the number injured 7,447. The returns for the year just closed show that 1,372 were killed and 7,260 were injured. In this connection it is proper to state that from the best information to be obtained, a very large number, something over sixty per cent. of the casualties on the roads throughout the country, are the result of carelessness and disobedience of orders on the part of employes. A well prepared article recently puplished in the *Railroad Gazette* clearly shows this fact. If this be true of the country at large, a greater percentage of the accidents in this state may be assumed to result from the same causes, for surely the liability to accident is less here, where the condi-

tion of the rolling stock is so excellent and the cars are so generally supplied with the most approved safety appliances, to say nothing of the superior road beds. It will, therefore, be conceded that the enforcement of greater discipline among the employes, requiring closer observance of the rules and regulations, and stricter obedience to orders, together with more care in the selection of employes, would further reduce the liability to accidents. In 1885 there were 720 persons killed and 2,193 injured in the operation of railways of the state; in 1886, 863 killed and 2,503 injured; in 1887, 1,091 killed and 4,627 injured; in 1888, 1,245 killed and 4,944 injured; in 1889 and 1890 (six months of each year), 1,463 killed and 7,447 injured. While safety appliances are being adopted as fast as practicable, and more rigid discipline is being enforced yearly, yet the great number of persons killed and injured should impress the officials of the various railway companies with the necessity of continuing to adopt all possible precautions against accident.

The casualties for the year resulted in the killing of 47 passengers, 465 employes and 860 other persons, making a total of 1,372, as before stated. Of the injured 496 were passengers, 5,580 employes and 1,184 other persons. Those designated as "other persons" may be considered chiefly as trespassers on the roads, or, in a number of instances, as persons who have chosen death on the rail as the means of ending their existence.

Of the total number of employes in Pennsylvania about twenty-five one-hundreths of one per cent. were killed, and less than three per cent. injured. In other words, but one employe in 403 was killed, and one in 34 injured. Of the passengers, one in 2,937,662 was killed, and one in 278,367 injured. Although the aggregate of casualties seems large, the liability of passengers to accident is very insignificant, when the vast number carried is taken into consideration. A comparison with the returns made to the Interstate Commerce Commission for the year ending June 30, 1890, will show a state of affairs rather favorable to the Pennsylvania lines. In this state, as above indicated, the percentage was one employe in 403 killed, and one in 34 injured, while in the country at large it was one employe in 306 killed, and one in 33 injured, and among the passengers, one in 1,721,786 killed, and one in 203,064 injured.

STREET RAILWAYS.

For the year 1890 140 street railway companies made report; this year the number has been increased to 207. The stock capitalization of these corporations is reported at $34,622,120.26; an increase of $7,956,541.67 during the year. These companies have a funded and floating debt of $16,699,488.88; a capital of upwards of fifty millions being invested in the street railways of the commonwealth. The returns show that the cost of these roads has been $19,945,127.13. The combined length of the lines is 683.32 miles, an increase during the year of 96.72

miles. The total number of cars is 2,722, 148 having been added during the year. While the electric and cable systems are supplanting the horse cars, there are still 11,666 horses in use; an increase of 954 over the previous year. The number of cars propelled by electricity is 335, while the poor horses are still dragging along 1,050 cars. In 1890 there were carried 219,505,616 passengers. In 1891 the number was increased to 237,781,172. The total receipts for the year were $12,631,433.60; an increase of $1,174,218.10. Of this revenue $7,369,945.42 have been expended in defraying the operating expenses. Twenty-two persons were killed and 121 injured during the year; an increase of two killed and three injured. The value of the real estate owned by the companies reporting is $2,797,702.56.

CANALS.

The nine companies that still make reports to this department show a capital stock paid in of $58,063,058, with a funded and floating indebtedness of $40,480,488.50. The cost of the canals and their fixtures is given at $30,180,622.21. The tonnage in 1890 was 6,502,103 tons, and in 1891, as shown by the reports before us, 2,108,580; a decrease of 4,313,523 tons. While it is a fact that there has been a material decrease in the amount of tonnage of the several companies, the figures above given are misleading, as three of the companies that reported last year on the amount of tonnage, failed to make report this year. The total receipts for the year are given at $2,808,005.81, and the expenses at $611,248.38. It may be assumed in view of the extraordinarily small expenses, as compared with the receipts, that no very great amount of money has been expended on permanent improvements.

TELEGRAPH AND TELEPHONE COMPANIES.

Of this class of corporations there are twenty-three in the state, three less than reported last year. There is also a decrease in the capitalization of $32,170. The capitalization now reported is $94,556,652.06. This decrease is not due to the fact that there is less capital employed in the telegraph and telephone business, but to the fact that the reports of three of the companies are not sufficiently complete to be published. The funded and floating debt amounts to $16,414,085.92, an increase of $511.661.43 over the amount reported last year. The entire cost of lines and equipment is given at $3,622,271.59. There is an apparent falling off in the figures showing cost of lines, which is due to the fact that six companies which reported on this subject last year did not make any report this year. The length of lines in miles is 190,264.81, an increase of 4,261.52 miles. The length of lines in Pennsylvania is 11,008.98 miles. The receipts are given at $24,277,443.91, an increase of $833,632.52. The expenses are reported at $17,337,011.05.

NOT REPORTING.

The following-named companies failed to make report to this department for the year ending June 30, 1891, the greater portion of which have been recently chartered and their roads not yet in operation:

Ashburn, Cheltenham and Philadelphia Railroad Company.
Beech Creek and Hudson River Railroad Company.
Bloomfield Junction Railroad Company.
Bradford, Richburg and Cuba Railroad Company.
Clarion, Mahoning and Pittsburgh Railroad Company.
Eastern and Western Air Line Railroad Company.
Evergreen Railway Company.
Harrisburg and Western Railroad Company.
New York, Ridgway and Pittsburgh Railroad Company.
Pittsburgh, Beech Creek and Eastern Railway Company.
Pittsburgh, Beech Creek and New York Railroad Company.
Sinnemahoning and Sheffield Railroad Company.
Southern Central Railway Company.
Braddock Street Railway Company.
Braddock and Homestead Street Railway Company.
Butler Traction Company.
Charleroi and Bellvernon Street Railway Company.
Fairmount Street Railway Company, Bellevue, Pa.
Knoxville Street Railway Company, Pittsburgh, Pa.
Pittsburgh and Knoxville Street Railway Company.
Pittsburgh and Wilkinsburg Street Railway Company.
Sharon and Sharpsville Street Railway Company.
South Eighteenth Street Railway Company, Allegheny, Pa.
Tenth Street Railway Company, Pittsburgh, Pa.
Twin City Railway Company, Pittsburgh, Pa.
Baltimore and Ohio Telegraph Company of Pennsylvania.
Williamsport District Telegraph and Messenger Company.

CONSOLIDATIONS.

The following-named companies have been reported as merged or consolidated during the year ending June 30, 1891:

Frankford Creek Railroad Company, merged in the Kensington and Tacony Railroad Company.

Frankford and Holmesburg Railroad Comyany, re-organized as the Bustleton Railroad Company.

Harrisburg and Potomac Railroad Company, merged with the Philadelphia, Harrisburg and Pittsburgh Railroad Company.

Harrisburg Terminal Railroad Company, merged with the Philadelphia, Harrisburg and Pittsburgh Railroad Company.

McKeesport and Bellevernon Railroad Company, merged in the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Pittsburgh, Butler and Shenango Railroad Company, merged in the Pittsburgh, Shenango and Lake Erie Railroad Company.

Pittsburgh, Cincinnati and St. Louis Railway Company, merged in the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.

Slate Ridge and Delta Railway Company, sold and merged in the York and Peach Rottom Railroad Company.

Squirrel Hill Railroad Company, sold and merged with the Schenley Park and Highlands Railroad Company.

South Mountain Railway and Mining Company, consolidated with the Gettysburg and Harrisburg Railroad Company.

York and Peach Bottom Railway Company, merged in the Baltimore and Lehigh Railroad Company.

Bethlehem and South Bethlehem Street Railway Company, merged in the Bethlehem and Allentown Street Railway Company.

Lancaster and Millersville Passenger Railroad Company, merged in the West End Street Railway Company of Lancaster.

ABANDONED.

The following-named roads have been abandoned by decree of court, forfeiture of corporate rights, annulling of character, etc.:

Clermont and Bradford Railroad Company.
Eastern Heights Railroad Company.
Mineral Ridge Railroad Company.
Hamilton and Corydon Railroad Company.
Rolf and Northern Railroad Company.
Beaver Street Railway Company.
Lebanon Electric Passenger Railway Company.
Mercer Passenger Railway Company.
Bethlehem Street Railway Company.
North End Electric Passenger Railway Company.
Oakton and Fairview Electric Railway Company.
Pittsburgh, Braddock and Turtle Creek Railway Company.
Wilkins and Braddock Street Railway Company.
Tioga and Morris Run Telegraph Company.

The reports of the following companies, having been made for only a small fraction of the year, were not tabulated, and are not printed in the annual report:

Pittsburgh, Cincinnati and St. Louis Railway Company.
Pittsburgh, Shenango and Lake Erie Railroad Company.
East Harrisburg Passenger Railway Company (City Division).

The report of the White Electric Traction Company of McKeesport, Pa was received too late to be either tabulated or printed.

RECENT LEGISLATION.

Herewith will be found copies of the several acts of assembly passed at the last session of the legislature (1891) relative to railways, etc.

AN ACT

Defining the offense of the taking of human life through the wilful and malicious wrecking of cars and locomotives upon railroads in this commonwealth.

SECTION 1. *Be it enacted, &c.*, That on and after the passage of this act, any one who shall be convicted of the wilful and malicious obstruction, removal or misplacing of any light, signal or rail on any railroad in this commonwealth, whereby the life of any human being is destroyed, shall be deemed guilty of murder.

APPROVED—The 26th day of May, A. D. 1891.

ROBT. E. PATTISON.

AN ACT

To amend an act, entitled "An act to provide for the incorporation and government of street railway companies in this commonwealth," approved May 14, A. D. 1889, providing that the capital stock of companies operating such railways by other than animal power, shall not exceed one hundred thousand dollars per mile of track.

SECTION 1. *Be it enacted, &c.*, That section five of an act, entitled "An act to provide for the incorporation and government of street railway companies in this commonwealth," approved May fourteenth, Anno Domini one thousand eight hundred and eighty-nine, which reads as follows:

"SECTION 5. Whenever any company incorporated under this act shall, in the opinion of the directors thereof, require an increased amount of capital stock in order to complete and equip their road and carry out the full intent and meaning of their articles of association, they shall, if authorized by a majority of the stockholders owning at least a majority of the stock, at a meeting called for that purpose, file with the Secretary of the Commonwealth a certificate setting forth the amount of such desired increase, and thereafter such company shall be entitled to have such increased capital as is fixed by said certificate: *Provided*, That the original amount of stock and increased capital shall in no case exceed thirty thousand dollars per mile of track, except in case of a passenger railway operated by other than animal power, in which case the said capital may be not more than one hundred thousand dollars," be and the same is hereby amended so as to read as follows:

SECTION 5. Whenever any company incorporated under this act shall, in the opinion of the directors thereof, require an increased amount of capital stock in order to complete and equip their road and carry out the full intent and meaning of their articles of association, they shall, if authorized by a majority of the stockholders owning at least a ma-

jority of the stock, at a meeting called for that purpose, file with the Secretary of the Commonwealth a certificate setting forth the amount of such desired increase, and thereafter such company shall be entitled to have such increased capital as is fixed by said certificate: *Provided,* That the original amount of stock and increased capital shall in no case exceed thirty thousand dollars per mile of track, except in case of a passenger railway operated by other than animal power, in which case the said capital may be not more than one hundred thousand dollars per mile of track.

APPROVED—The 8th day of June, A. D. 1891.

ROBT. E. PATTISON.

AN ACT

Authorizing the extension of the corporate existence of any railroad corporation organized under either a special or general law of this commonwealth.

SECTION 1. *Be it enacted, &c.,* That it shall be lawful for any railroad corporation heretofore or hereafter created under or by virtue of any special or general law of this commonwealth, whose railroad shall have been completed and in operation for a period of not less than ten years prior to the time of filing the certificate hereinafter mentioned, at any time before the expiration of the period of its corporate existence, limited in the act creating it or in its articles of association, to file in the office of the Secretary of the Commonwealth a certificate under its common seal, attested by the signature of its presiding officer, declaring its desire that the period of its existence as such corporation shall be extended for any time therein mentioned and also accepting the provisions of the existing constitution of this commonwealth.

SECTION 2. That upon the making and filing of such certificate, the period of existence of such corporation shall be extended as declared in such certificate, as fully as if the said period had been named in the original act which created or in the article of association of such corporation, subject however to all the provisions of the existing constitution of this commonwealth.

APPROVED—The 16th day of June, A. D. 1891.

ROBT. E. PATTISON.

REPORTS OF

STEAM RAILROAD COMPANIES.

REPORTS OF COMPANIES.

ADDISON AND PENNSYLVANIA RAILWAY COMPANY.

Date of organization: July 21, 1887.

By what authority incorporated: Chapter 917, Laws of 1869, of New York State, and an act of the State of Pennsylvania, dated March 24, 1865.

If a consolidated company, name the constituent companies: Formed by the consolidation of the Addison, Pennsylvania Railway Company of New York, and the Addison, Pennsylvania Railway Company of Pennsylvania, and took possession of said railway and property from Addison, New York, to Gaines, Pennsylvania, on the 1st day of August, 1887. Date of charter, July 23, 1887.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
T. C. Platt,	New York city.	Theo. F. Wood,	New York city.
Wm. E. Brookfield,	New York city.	C. L. Pattison,	Elkland, Pa.
J. E. Jones,	New York city.	James Horton,	Buffalo, N. Y.
George R. Sheldon,	New York city.	W. S. Gurnee,	New York city.
R. W. Clinton,	Newark Valley, N. Y.	Frank M. Baker,	Owego, N. Y.
Frank H. Platt,	New York city.		

Date of last meeting of stockholders for election of directors: February 3, 1891.

Postoffice address of general office: Addison, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	T. C. Platt	New York city.
Vice President	Wm. E. Brookfield	New York city.
Secretary	J. E. Jones	New York city.
Treasurer	F. R. Winne	New York city.
General Superintendent	Frank M. Baker	Addison, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Addison and Pennsylvania railway	Addison, N. Y.	Gaines, Pa.	41	30.50
New York and North Penn'a. railroad	Gaines, Pa.	Galston, Pa.	5	5
Total mileage operated			46	35.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment. . . .	$1,331,051 74	Capital stock.	$590,500 00
Cash and current assets.	7,669 87	Funded debt.	487,939 37
Profit and loss.	39,036 16	Current liabilities.	299,318 40
Total.	$1,377,757 77	Total.	$1,377,757 77

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.'s Express Company operate over this line, paying $90.00 per month for 45,000 pounds or under. All over that amount 20 cents per hundred pounds.

Mail transported at $2,846.04 per annum.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.	Addison, . . .	Gaines, ...	41	$17,073 17
Income bonds.	Addison, . . .	Gaines, ...	41	2,439 02

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers.	3	$2,799 96	. . . . .
General office clerks.	3	1,260 00	$1 34
Station agents.	10	4,176 00	1 34
Enginemen.	5	4,260 00	2 72
Firemen.	4	1,960 00	1 57
Conductors.	4	3,120 00	2 50
Other trainmen.	7	3,420 00	1 56
Machinists.	3	2,340 00	2 49
Carpenters.	5	3,510 00	2 18
Other shopmen.	3	1,429 60	1 52
Section foremen.	9	4,320 00	1 54
Other trackmen.	65	22,308 00	1 10
Switchmen, flagmen and watchmen.	3	1,320 00	1 41
Telegraph operators and dispatchers.	3	1,500 00	1 59
Employes—account floating equipment.	6	2,535 30	1 35
All other employes and laborers.	10	3,443 00	1 10
Total.	143	$63,701 86	$1 42
Distribution of above:			
General administration.	19	$9,735 96	$1 62
Maintenance of way and structures.	79	30,138 00	1 22
Maintenance of equipment.	6	3,769 60	2 01
Conducting transportation.	39	20,058 30	1 64
Total.	143	$63,701 86	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania.	106	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania.	. . . .	$50,072 30	$1 50

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	3	2
Trestles:		
Number,	67	61
Aggregate length,	11,125	9,480
Telegraph:		
Miles of line operated by this company,	50	39.50
Miles of wire operated by this company,	54	43.50

Gauge of track, ... 3 feet.

ALLEGHENY AND KINZUA RAILROAD COMPANY.

Date of organization: February 26, 1890.

By what authority incorporated: The general laws State of Pennsylvania and State of New York.

If a consolidated company, name the constituent company: The Allegheny and Kinzua Railroad Company was formed by the consolidation and merger of the Allegheny and Kinzua Railroad Company, of the State of New York, and the Bradford and Corydon Railroad Company, of the State of Pennsylvania, under chapter 917 of the laws of 1869, of the State of New York, and the several acts amendatory thereof and supplementary thereto, and under an act of assembly of the Commonwealth of Pennsylvania, passed May 16, 1861, and the several acts amendatory thereto and supplementary thereto.

The articles of consolidation and merger were filed in the office of the Secretary of State of the State of New York on the 25th day of February, 1890, and in the office of the Secretary of the Commonwealth of Pennsylvania on the 26th day of February, 1890.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. S. Bullis,	Olean, N. Y.,	February, 1892.
P. McNeil,	Buffalo, N. Y.,	do.
J. E. Rooney,	Olean, N. Y.,	do.
C. S. Cary,	Olean, N. Y.,	do.
F. L. Bartlett,	Olean, N. Y.,	do.
G. L. Roberts,	Bradford, Pa.,	do.
M. W. Barse,	Buffalo, N. Y.,	do.
John Byrne,	New York, N. Y.,	do.
F. S. Smith,	New York, N. Y.,	do.
I. B. Newcome,	New York, N. Y.,	do.
C. Weidenfedd,	Orange, N. J.,	do.
J. Bowers,	New York, N. Y.,	do.
T. C. Woodbury,	Portland, Me.,	do.

Date of last meeting of stockholders for election of directors: February 14, 1891.

Postoffice address of general office: Olean, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. S. Bullis,	Olean, N. Y.
Vice President,	P. McNeil,	Buffalo, N. Y.
Secretary,	J. E. Rooney,	Olean, N. Y.
Treasurer,	J. E. Rooney,	Olean, N. Y.
Auditor,	F. L. Stowell,	Olean, N. Y.
General Passenger Agent,	J. E. Rooney,	Olean, N. Y.
General Freight Agent,	J. E. Rooney,	Olean. N. Y.
General Superintendent,	C. D. Williams,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Allegheny and Kinzua. . . .	Bradford, Pa.	Red House, N. Y., . .	25	16
	Gilbert, Pa.	Coffee Run, Pa.	12	12
	Gilbert, Pa.	Zeiliff, N. Y., ...	6	2

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment, ...	$1,000,642 92	Capital stock, ...	$500,000 00
		Funded debt, ...	485,000 00
		Current liabilities, ...	14,609 30
		Profit and loss, ...	1,033 62
Total.	$1,000,642 92	Total.	$1,000,642 92

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers.	9	$2,762 06	. . . . .
General office clerks.	2	1,075 51	$1 49
Station agents.	2	1,320 00	1 83
Other station men, ...	2	85 83	1 22
Enginemen.	5	4,835 80	2 69
Firemen.	5	3,035 00	1 68
Conductors.	4	2,986 42	2 07
Other trainmen.	14	6,796 87	1 34
Carpenters, ...	5	3,197 31	1 78
Section foremen, ...	5	3,624 00	2 01
Other trackmen.	38	14,914 60	1 90
Switchmen, flagmen and watchmen, ...	1	311 00	86
Total.	92	$44,944 40	. . . . .
Distribution of above:			
General administration.	. . . .	$3,837 57	. . . . .
Maintenance of way and structures, ...	. . . .	18,538 60	. . . . .
Maintenance of equipment, ...	. . . .	3,197 31	. . . . .
Conducting transportation, ...	. . . .	19,370 92	. . . . .
Total.	. . . .	$44,944 40	. . . . .

ALLEGHENY VALLEY RAILROAD COMPANY.

Date of organization: February 12, 1852.

By what authority incorporated: State of Pennsylvania.

If a consolidated company, name the constituent companies: Not a consolidated company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry D. Welsh,	Philadelphia,	April 12, 1892
Geo. B. Roberts,	Philadelphia,	do.
Jos. N. DuBarry,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
A. J. Cassatt,	Philadelphia,	do.
N. P. Shortridge,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
Chas. E. Speer,	Pittsburgh,	do.
B. H. Rubié,	Pittsburgh,	do.

Date of last meeting of stockholders for election of directors: April 14, 1891.

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry D. Welsh,	Philadelphia.
Secretary and Treasurer,	Thos. R. Robinson,	Pittsburgh.
Chief Engineer,	Frank M. Ashmead,	Pittsburgh.
General Solicitor, Attorney or Counsel,	Hampton, Scott & Gordon.	Pittsburgh.
Auditor,	Theo. F. Brown.	Pittsburgh.
General Passenger Agent,	Jas. P. Anderson,	Pittsburgh.
General Freight Agent,	E. P. Bates,	Pittsburgh.
General Superintendent,	David McCargo,	Pittsburgh.
Division Superintendent,	C. B. Price,	Pittsburgh.
Division Superintendent,	S. B. Ramsey,	Reynoldsville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main Line.				
River Division,	Pittsburgh,	Oil City,	132.50	
Low Grade Division,	Red Bank,	Driftwood,	109.70	242.20
Branch Line.				
Sligo Branch,	Lawsonham,	Sligo,	10.20	
Plum Creek Branch,	Verona,	Coal Works,	7.90	18.10
Total mileage operated,			260.30	260.30

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Buffalo and Southwestern Railroad Company.	$235.916 67	1 per ct.,	$2,359 17

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$21,683,452 77	Capital stock, ...	$2,166,500 00
Cost of equipment.	2,366,087 53	Funded debt.	26,000,098 07
Stocks of other companies owned, .	235.916 67	Current liabilities.	7,425,683 92
Cash and current assets, ...	425,672 54	Accrued interest on funded debt not yet payable, ...	175,000 00
Other assets:			
Materials and supplies, ...	201,960 97		
Profit and loss, ...	10,854,191 51		
Total, ...	$35,767,281 99	Total, ...	$35,767,281 99

IMPORTANT CHANGES DURING THE YEAR.

No changes during year.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company pays us 40 per cent. of their gross receipts.

United States Postoffice Department pays a regular specified amount quarterly, subject to change, from time to time, according to weight of mails.

Pullman Palace Car Company runs cars on our line, keeping up all repairs, and charging for seats and berths.

No special arrangements with freight or transportation companies.

No special arrangements with other railroad companies other than through billing of freight and ticketing of passengers and monthly settlements.

Western Union Telegraph Company pays a stated amount per mile, and 50 per cent. of net receipts at local stations.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.
	From—	To—	Miles.			
General mortgage, ...	Pittsburgh,	Oil City, . . .	132.50	$30,188 68	All.	None.
First mortgage, Low Grade Division, ...	Red Bank, .	Driftwood. .	109.70	91,157 70	None.	None.
	Pittsburgh,	Oil City, . . .	132.50			
Second mortgage. Low Grade Division, ...	Red Bank, .	Driftwood, .	109.70	20,054 69	None.	None.
	Pittsburgh,	Oil City, . .	132.50			
Income mortgage (entire line), ...	. . . . .	. . . . .	260.30	. . . . .	None.	Net income.
Real estate mortgages, . .	. . . . .	. . . . .	. . . . .	. . . . .	None.	None.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	8	$28,028 32	. . . . .
General office clerks,	52	42,108 48	$2 59
Station agents,	89	38,663 56	1 39
Other station men,	131	55,196 91	1 35
Enginemen,	69	72,870 19	3 38
Firemen,	74	39,469 17	1 70
Conductors,	65	58,212 84	2 86
Other trainmen,	211	116,101 87	1 76
Machinists,	69	40,582 91	1 88
Carpenters,	98	60,676 99	1 98
Other shopmen,	286	144,753 54	1 62
Section foremen,	56	30,714 19	1 75
Other trackmen,	547	190,613 38	1 11
Switchmen, flagmen and watchmen,	22	8,928 05	1 30
Telegraph operators and dispatchers,	43	27,694 34	2 06
All other employes and laborers,	97	57,618 36	1 90
Total,	1,917	$1,012,233 10	$1 69
Distribution of above :			
General administration,	60	$70,136 80	$3 73
Maintenance of way and structures,	603	221,327 57	1 17
Maintenance of equipment,	453	246,013 44	1 74
Conducting transportation,	801	474,755 29	1 89
Total,	1,917	$1,012,233 10	$1 69
Employes in Pennsylvania :			
Total number of employes in Pennsylvania,	1,917	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . . .	$1,012,233 10	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	19	19
Number iron,	33	33
Number wooden,	104	104
Trestles :		
Number,	20	20
Aggregate length (feet),	1,780	1,780
Tunnels :		
Number,	5	5
Maximum length (feet),	1,936	1,936
Minimum length (feet),	410	410
Aggregate length of all tunnels (feet),	4,319	4,319
Telegraph :		
Miles of line owned by this company,	252	252
Miles of wire owned by this company,	386	386
Miles of line operated by this company,	252	252
Miles of wire operated by this company,	386	386
Miles of line operated by Western Union Telegraph Company,	175	175
Miles of wire operated by Western Union Telegraph Company,	175	175

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Union station, Pittsburgh, Pennsylvania Railroad Company; Passenger station, Oil City, Western New York and Pennsylvania Railroad Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

ALLENTOWN RAILROAD COMPANY.

Date of organization: April 19, 1853.
By what authority incorporated: Act of April 19, 1853, and supplements.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George DeB. Keim	Philadelphia	Second Monday in January, 1892.
A. J. Antelo	Philadelphia	do.
H. C. Gibson	Philadelphia	do.
Thomas Dolan	Philadelphia	do.
W. R. Taylor	Philadelphia	do.
James Boyd	Norristown, Pa.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: 227 South Fourth street, Philadelphia, Pa.
Postoffice address of operating company: 227 South Fourth St., Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	A. A. McLeod	Philadelphia.
Secretary	Howard Hancock	do.
Treasurer	John Welsh	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Allentown railroad	Topton, Pa.,	Kutztown, Pa.,	Philadelphia and Reading Railroad Company.	4.50	4.50

Operated by the Philadelphia and Reading Railroad Company, said company paying all expenses of operating and to this company as rental, a sum equal to thirty per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,085,747 94	Capital stock	$1,268,884 47
Cash and current assets	13,641 40	Current liabilities	12,745 37
Profit and loss	182,240 50		
Total	$1,281,629 84	Total	$1,281,629 84

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers	3	$240 00
Total	3	$240 00
Distribution of above:		
General administration	3	$240 00
Total	3	$240 00
Employes in Pennsylvania:		
Total number of employes in Pennsylvania	3	
Total yearly compensation of employes in Pennsylvania		$240 00

CHARACTERISTICS OF ROAD.

Gauge of track	4 ft. 8½ in.

ALLENTOWN TERMINAL RAILROAD COMPANY.

Date of organization: August 17, 1888.

By what authority incorporated: Under the act of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey, and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
J. Rogers Maxwell	New York	January, 11, 1892.
George F. Baker	New York	do.
Edward D. Adams	New York	do.
Francis R. Cope	Philadelphia	do.
Edward Lewis	Philadelphia	do.
Thomas McKean	Philadelphia	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: Central Railroad Company of New Jersey, 143 Liberty street, New York; Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. S. Harris	Philadelphia.
Secretary and Treasurer	S. Shepherd	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Allentown Terminal, . .	Scheibers' mill,	Connection Lehigh and Susquehanna railroad.	Central Railroad Company of New Jersey and Philadelphia and Reading Railroad Company.	3.391	3.391

The Allentown Terminal railroad was leased to the Lehigh Coal and Navigation Company and the Philadelphia and Reading Railroad Company, July 10, 1889, for the term of 999 years at an annual rental of $40,500. The Lehigh Coal and Navigation Company assigned the lease, under the same date, to the Central Railroad Company of New Jersey, which company operates the road jointly with the Philadelphia and Reading Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$959,402 07	Capital stock, ...	$450,000 00
Cash and current assets.	10,402 90	Funded debt, ...	450,000 00
Profit and loss.	22 47	Current liabilities, ...	60,827 44
		Accrued interest on funded debt not yet payable, ...	9,000 00
Total, ...	$969,827 44	Total, ...	$969,827 44

EMPLOYES AND SALARIES.

General officers: President, Secretary and Treasurer. No yearly compensation.

ALTOONA AND WOPSONONOCK RAILROAD.

Date of organization: May 27, 1890.

By what authority incorporated: Incorporated under the laws of the State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. G. Patterson, ...	Altoona, Pa., ...	January 9, 1892.
W. L. Shellenberger, ...	do.	do.
S. J. Westley, ...	do.	do.
C. A. Wood, ...	do.	do.
A. C. Shand, ...	do.	do
W. S. Lee, ...	do.	do.
W. J. Heinsling, ...	do.	do.
John A. Canan, ...	do.	do.
M. Scott Gwin, ...	do.	do.
W. W. Yon, ...	do.	do.
G. F. Bell, ...	do.	do.
W. K. Calvert, ...	do.	do.
William Louden, ...	do.	do.
John Louden, ...	do.	do.
Andrew Kepple, ...	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: Altoona, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	F. G. Patterson,	Altoona, Pa.
Vice President,	W. L. Shellenberger,	do.
Secretary,	H. J. Davis.	do.
Treasurer,	S. J. Westley,	do.
Chief Engineer,	W. T. Forsythe,	do.
General Solicitor, Attorney or Counsel,	Greevy & Patterson,	do.
Auditors,	S. J. Westley,	do.
	W. L. Shellenberger.	do.
	J. A. Bingaman,	do.
General Superintendent,	W. T. Forsythe,	do.
Superintendent of Express,	Geo. S. Adams,	do.
General Baggage Agent,	Wells A. Furst,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Altoona and Wopsononock,	Juniata,	Wopsononock,	8.00	8.00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$53,897 48	Capital stock,	$27,600 00
Cost of equipment,	1,702 52	Current liabilities,	2,800 00
Total,	$55,600 00	Total,	$55,600 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$40 00	
Enginemen,	1	40 00	$2 00
Firemen,	1	30 00	1 50
Conductors,	1	40 00	2 00
Other trainmen,	1	40 00	2 00
Other shopmen,	1	30 00	1 50
Total,	6	$220 00	
Distribution of above:			
General administration,	1	$40 00	
Maintenance of equipment,	1	30 00	
Conducting transportation,	4	150 00	
Total,		$220 00	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	6	$220 00	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number wooden.	1	1
Gauge of track,		3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road? None.

ARNOT AND PINE CREEK RAILROAD COMPANY.

Date of organization: January 12, 1881.

By what authority incorporated: Under general law of the State of Pennsylvania passed April 4, 1868. Certificate filed January 12, 1881.

If a consolidated company, name the constituent companies: Not a consolidated company.

Operated by the Tioga Railroad Company, to whom it was leased for ninety-seven years from July 1, 1882.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Hines,	Scranton, Pa.,	Second Tuesday in July, 1891.
M. F. Elliot,	Wellsboro', Pa.,	do. do.
A. E. Botchford,	Blossburg, Pa.,	do. do.
J. Lowber Welsh,	Philadelphia,	do. do.
E. B. Thomas,	New York city,	do. do.
A. R. Macdonough,	New York city,	do. do.

Date of last meeting of stockholders for election of directors: Second Tuesday in July, 1890.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Lowber Welsh,	Philadelphia.
Secretary,	A. R. Macdonough,	New York city.
Treasurer,	Edward White,	New York city.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Leased to the Tioga Railroad Company March 16, 1883, for the period of ninety-seven years, beginning on the first day of July, 1882, at a rental of $12,750.00 per annum, in semi-annual payments, on the first days of January and July, to be paid directly to the stockholders at the rate of five dollars per annum on each share.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$258,350 74	Capital stock,	$255,000 00
		Advances for construction,	3,350 74
Total.	$258,350 74	Total,	$258,350 74

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number of wooden,	7	7
Trestles:		
Number,	5	5
Aggregate length (feet),	320	320
Telegraph:		
Miles of line operated by Tioga Railroad Company,	12	12
Miles of wire operated by Tioga Railroad Company,	12	12

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road. None.

BALD EAGLE VALLEY RAILROAD COMPANY.

Date of organization: May 25, 1861.

By what authority incorporated: Special act, March 25, 1861.

If a consolidated company, name the constituent companies: The Bellefonte and Snow Shoe Railroad Company and the Moshannon Railroad Company were merged into the Bald Eagle Valley Railroad Company March 22, 1881, and the Bellefonte, Nittany and Lemont Railroad Company August 1, 1889.

The Bellefonte and Snow Shoe Railroad Company was incorporated as the Allegheny and Bald Eagle Railroad, Coal and Iron Company June 12, 1839 (supplement May 2, 1855); name changed March 24, 1859 (supplement February 16, 1865).

The Moshannon Railroad Company incorporated April 11, 1863 (supplement April 14, 1864).

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. G. Curtin,	Bellefonte, Pa.,	April 12, 1892.
C. A. Mayer,	Lock Haven, Pa.,	do.
Oliver H. Reighard,	Williamsport, Pa.,	do.
Daniel Rhoads,	Bellefonte, Pa.,	do.
J. Wesley Gephart,	Bellefonte, Pa.,	do.
G. B. Roberts,	Philadelphia,	do.
William A. Patton,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
W. L. Elkins,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
W. H. Barnes,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: April 14, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: 233 South Fourth street, Philadelphia, Pa.

OFFICERS

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bald Eagle Valley Railroad Company.	Vail,	Lock Haven,	Pennsylvania Railroad Company.	51.20	51.20
Branches,				39.48	39.48
Total mileage,				90.68	90.68

Leased to the Pennsylvania Railroad Company, dated December 7, 1864, for ninety-nine years, from July 1, 1864.

Rental, 40 per cent. of gross earnings.

The Nittany Branch is operated by the Pennsylvania Railroad Company, and the net earnings are paid to the Bald Eagle Valley Railroad Company.

STOCKS OWNED.

Valentine Iron Company stock, 1891,	$79,550 00
Valentine Iron Company scrip, 1891,	17 50
Total,	$79,567 50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,879,137 78	Capital stock,	$1,535,000 00
Stocks of other companies owned.	25,000 00	Funded debt,	356,000 00
Other permanent Investments,	128,750 00	Sinking fund,	44,000 00
Cash and current assets,	314,898 42	Current liabilities,	188 25
		Profit and loss.	412,597 95
Total,	$2,347,786 20	Total,	$2,347,786 20

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Vail,	Lock Haven,	51.20	
Branches,			39.48	
			90.68	$3,925 89

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	3	$600 00
Total,	3	600 09

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	41	41
Number wooden,	18	18
Trestles :		
Number,	8	8
Aggregate length (feet),	1,839	1,839
Telegraph :		
Miles of line owned by this company.	80.75	80.75
Miles of wire owned by this company.	80.75	80.75
Miles of line operated by the Pennsylvania Railroad Company.	80.75	80.75
Miles of wire operated by the Pennsylvania Railroad Company,	80.75	80.75

Gauge of track, ... 4 ft. 9 in.

BALTIMORE AND CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: 1878.
By what authority incorporated: Pennsylvania.
Operated by Western Maryland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. Snively,	Waynesboro', Pa.,	January, 1892.
Jos. Price,	Waynesboro', Pa.,	do.
Simon Lecron,	Waynesboro', Pa.,	do.
J. I. Miller,	Waynesboro', Pa.,	do.
Daniel Hoover,	Waynesboro', Pa.,	do.
J. M. Hood,	Baltimore, Md.,	do.
W. A. Boyd,	Baltimore, Md.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: Waynesboro', Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. Snively,	Waynesboro', Pa.
Secretary,	J. I. Miller,	Waynesboro', Pa.
Treasurer,	Jos. Price,	Waynesboro', Pa.
Auditor and General Ticket Agent,	J. D. Whittington,	Baltimore, Md.
General Manager,	J. M. Hood,	Baltimore, Md.
General Passenger Agent,	B. H. Griswold,	Baltimore, Md.
General Freight Agent,	B. H. Griswold,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Cumberland Valley Railroad Company,	State Line, Md.,	Waynesboro', Pa.,	W. M. R. R. Co.,	4.55	4.55

Leased to the Western Maryland Railroad Company for a period of fifty years (6 per cent. interest on $72,800, first mortgage bonds), computing from the first day of July, A. D. 1879, fully to be complete and ended, the Western Maryland Railroad Company paying to this company for the same an annual rental of $4,368, and that payable in equal semi-annual instalments of $2,184 each, on the first days of January and July in each year, computing from the first day of July, 1880, over and above all offsets and discounts for taxes and assessments.

Western Maryland Railroad Company has right to purchase at expiration of lease, or renew lease for a like term of fifty years, to commence from the expiration of this lease and containing the same terms, covenants and provisions as those contained in

this lease, save that if the rate of interest upon the new first mortgage bonds, which may be issued in lieu of or for sale, in order to retire the first mortgage bonds first mentioned, shall be less than 6 per cent., then the rent to be reserved shall be reduced to an amount equal to the annual interest to be paid on said bonds, and the said new lease shall especially contain like covenants for the privilege of purchase or the obtaining of a new lease.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage.	State Line, Md., . .	Waynesboro', Pa., .	4.55	$1,600

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF LINE.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	1	1
Number wooden, ...	4	4
Trestles:		
Number, ...	4	4
Aggregate length (feet), ...	1,501	1,501

Gauge of track, ... 4 ft. 8½ in.

BALTIMORE AND CUMBERLAND VALLEY RAILROAD EXTENSION COMPANY.

Date of organization: 1880.
By what authority incorporated: State of Pennsylvania.
Operated by Western Maryland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
D. J. Foley, ...	Baltimore, Md., ...	January, 1892.
J. M. Hood, ...	Baltimore, Md., ...	do.
J. W. McPherson, ...	Shippensburg, Pa..	do.
Geo. B. Cole, ...	Shippensburg, Pa..	do.
Jno. P. Culbertson, ...	Chambersburg, Pa..	do.
W. F. Eyster, ...	Chambersburg, Pa., ...	do.
J. W. Humbird, ...	Cumberland, Md., ...	do.
C. W. Humrichouse, ...	Williamsport, Md., ...	do.

Date of last meeting of stockholders for election of directors: January, 1891.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating company: Baltimore, Md.

2-11-91

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	David Wills,	Gettysburg, Pa.
Secretary,	T. M. Mahon,	Chambersburg, Pa.
Treasurer,	D. J. Foley,	Baltimore, Md.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Cumberland Valley Railroad Extension Company.	Waynesboro', Pa.	Shippensburg, Pa.	Western Maryland Railroad Company.	....	26.52

Leased to Western Maryland Railroad Company for a period of fifty years for 7 per cent. interest on $270,000 stock, and 6 per cent. interest on $230,000 1st mortgage bonds.

Date of lease, July 1, 1881.

Expiration of lease, July 1, 1931, with privilege of renewal for like period or periods.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Waynesboro', Pa.,	Shippensburg, Pa.	26.52	$8,672 70

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	4	4
Number wooden,	10	10
Trestles:		
Number,	12	12
Aggregate length (feet),	3,267	3,267

Gauge of track, ... 4 ft. $8\frac{1}{2}$ in.

BALTIMORE AND HARRISBURG RAILWAY COMPANY.

Date of organization: Created by merger September 20, 1886.

By what authority incorporated: General railroad laws of Pennsylvania, acts of 1849 and 1868. General railroad laws of Maryland, acts of association, 1876, Chapter 242.

If a consolidated company, name the constituent companies: Hanover Junction, Hanover and Gettysburg Railroad Company, Baltimore and Hanover Railroad Company and Bachman Valley railroad of Pennsylvania.

Operated by Western Maryland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. M. Hood,	Baltimore, Md.,	January 14, 1892.
W. S. Rayner,	Baltimore, Md.,	do.
C. W. Slagle,	Baltimore, Md.,	do.
David Wills,	Gettysburg, Pa.,	do.
Reuben Young,	Hanover, Pa.,	do.
W. H. Vickery,	Woodensburg, Md.,	do.
L. P Brockley,	Hanover, Pa.,	do.
R. M. Wirt,	Hanover, Pa.,	do.
Jerome L. Boyer,	Reading, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 14, 1891.

Postoffice address of general office: Hanover, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. W. Eichelberger,	Hanover, Pa.
Secretary,	R. M. Wirt,	Hanover, Pa.
Treasurer,	Geo. H. Baer,	Baltimore, Md.
Chief Engineer,	J. M. Hood,	Baltimore, Md.
General Solicitor, Attorney or Counsel,	David Wills,	Gettysburg, Pa.
Auditor and General Ticket Agent,	J. D. Whittington,	Baltimore, Md.
General Manager,	J. M. Hood,	Baltimore, Md.
General Passenger and Freight Agent,	B. H. Griswold,	Baltimore, Md.
General Superintendent,	J. M. Hood,	Baltimore, Md.
Division Superintendent,	H. D. Scott,	Hanover, Pa.
Division Freight and Passenger Agent,	Jos. Leib,	Hanover, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Baltimore and Harrisburg railway (owned),	Emory Grove, Md.,	Gettysburg, Pa.,	51.2
Baltimore and Harrisburg railway (owned),	Valley Junction, Pa.,	Hanover Jct., Pa.,	6
Baltimore and Harrisburg railway (owned),	Intersection,	State Line,	1.3
Baltimore and Harrisburg railway (owned),	Gettysburg, Pa.,	Orrtanna, Pa.,	7.5
Baltimore and Harrisburg railway, Western Extension (leased),	Orrtanna,	Highfield,	15
Total mileage operated.			81

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Berlin Branch Railroad Company, no contract, but train service is performed by Baltimore and Harrisburg Railway Company at 40 cents per mile.

Gauge of track, 4 feet 8½ inches.

Bachman Valley railroad of Maryland, operated in connection with Baltimore and Harrisburg Railway Company.

Gauge of track, 4 feet 8½ inches.

BONDS OWNED.

Berlin Branch railroad of Pennsylvania, 29 bonds, $500.00 each, ...	$14,500 00

Unproductive.

STOCKS OWNED.

Frederick and Pennsylvania Line railroad, 400 shares, ...	$20,000 00
Berlin Branch railroad of Pennsylvania, 106 shares, ...	5,300 00

Unproductive.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment. . . .	$1,452,031 82	Capital stock, ...	$720,000 00
Other permanent investments, . . .	51,258 90	Funded debt, ...	690,000 00
Cash and current assets, ...	20,185 14	Current liabilities, ...	84,208 15
Other assets:		Accrued interest on funded debt	
Sundries.	9,931 65	not yet payable.	4,587 50
		Profit and loss, ...	34,611 86
Total, ...	$1,533,407 51	Total, ...	$1,533,407 51

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. gross receipts.

United States Government, $4,361.52 per annum.

Traffic arrangements for interchange of freight with Gettysburg and Harrisburg railroad, Baltimore and Ohio railroad and Pennsylvania railroad, upon agreed per cents.

Western Union Telegraph Company.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage, Bachman Valley railroad.	Intersection.	State Line.	1.3	$10,375 94
Mortgage, Bachman Valley railroad, .	Valley Junction, . .	Lineboro', ...	8.8	
Mortgage, Hanover Junction, Harrisburg and Gettysburg railroad. . .	Hanover Junction, .	Orrtanna.	37.3	
Mortgage, Baltimore and Hanover railroad.	Emory Grove. . . .	Lineboro', ...	39	
Mortgage, Baltimore and Harrisburg railway: General mortgage upon all the above.				

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers (division, freight and passenger, division superintendent, master of motive power and supervisor)	4	$4,020 00	
General office clerks	1	540 00	$1 50
General office clerks (M. P. C.)	1	600 00	1 67
Station agents	21	3,125 80	41
Other station men	4	816 00	66
Enginemen	5	3,792 00	2 45
Firemen	5	2,484 00	1 60
Conductors	5	3,300 00	2 13
Other trainmen	9	2,120 00	76
Machinists	4	2,154 50	1 74
Carpenters	6	2,635 00	1 42
Other shopmen	10	3,507 30	1 09
Section foremen	15	6,300 00	1 35
Other trackmen	96	29,208 00	1 00
Telegraph operators and dispatchers	5	1,206 00	67
All other employes and laborers	3	648 00	58
Total	194	$66,456 60	
Distribution of above :			
General administration	6	$5,160 00	
Maintenance of way and structures	111	35,508 00	
Maintenance of equipment	20	8,296 80	
Conducting transportation	57	17,491 80	
Total	194	$66,456 60	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone	9	8
Number iron	2	2
Number wooden	52	34
Trestles :		
Number	1	1
Aggregate length (feet)	25	25

Gauge of track, ... 4 ft. 8½ in.

BALTIMORE AND HARRISBURG RAILWAY COMPANY—WESTERN EXTENSION.

Date of organization: April 30, 1888.
By what authority incorporated: By the Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. C. Musselman,	Fairfield, Pa.,	January 13, 1892.
W. F. Benchoof,	Blue Ridge Summit, Pa.,	do.
J. Emory Bair,	Gettysburg, Pa.,	do.
Andrew Marshall,	Fairfield, Pa.,	do.
John A. Livers,	Gettysburg, Pa.,	do.
Charles H. Buehler,	Gettysburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 13, 1891.
Postoffice address of general office: Gettysburg, Pa.
Postoffice address of operating company: Hanover, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	David Wills.	Gettysburg, Pa.
Secretary,	W. P. Quimby,	Gettysburg, Pa.
Treasurer,	George H. Baer,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Harrisburg Railway Company, Western Extension.	Orrtanna, Pa.,	Highfield, Md.,	Baltimore and Harrisburg Railway Company.	15	15

Leased to Western Maryland Railroad Company, for fifty years beginning from the first day of June, 1889.

Annual rental, $12,000, five per cent. interest on $240,000 bonds. Interest payable May and November.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Orrtanna, Pa.,	Highfield, Md.,	15	$16,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	1	1
Number wooden,	2	2
Trestles:		
Number,	1	1
Aggregate length,	349	349
Tunnels:		
Number,	1	1
Maximum length,	533	533
Minimum length,	533	533
Aggregate length of all tunnels,	533	533
Telegraph:		
Miles of line operated by Western Union Telegraph Company,	15	15
Miles of wire operated by Western Union Telegraph Company,	15	15

Gauge of track, ... 4 ft. 8½ in.

BALTIMORE AND PHILADELPHIA RAILROAD COMPANY.

Date of organization: February 17, 1883.

By what authority incorporated: Consolidated company; formed under the laws of Pennsylvania and Delaware.

If a consolidated company, name the constituent companies: Delaware Western Railroad Company and Baltimore and Philadelphia Railway Company consolidated February 17, 1883.

The Wilmington and Western Railroad Company was organized under laws of State of Delaware February 5, 1867; amendments, March 10, 1869, March 24, 1871, January 30, 1873, March 3, 1873; laws of Pennsylvania April 17, 1869; amendments, March 9, 1872, March 26, 1873, April 13, 1870. This road was sold under a decree of the United States Circuit Court for Delaware, made on March 7, 1877, and the purchasers organized under the title of Delaware Western Railroad Company. Laws of Pennsylvania March 24, 1865; laws of Delaware, February 22, 1877.

Baltimore and Philadelphia Railway Company was organized under letters patent from State of Pennsylvania January 31, 1883, under laws of Pennsylvania dated April 4, 1868; supplement, June 8, 1874.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas M. King,	Pittsburgh,	December 15, 1891.
J. B. Washington,	Pittsburgh,	do.
William M. Canby,	Wilmington, Del.,	do.
J. T. Odell,	Baltimore, Md.,	do.
William Canby,	Wilmington, Del.,	do.
Henry A. Dupont,	Wilmington, Del.,	do.
George DeB. Keim,	Philadelphia,	do.
J. Vansant Smith,	Philadelphia,	do.
Theodore Frothingham,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: December 9, 1890.
Postoffice address of general office: Wilmington, Del., and Philadelphia.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thomas M. King	Pittsburgh.
Vice President	J. T. Odell	Baltimore, Md.
Secretary	J. C. Farra	Wilmington, Del.
Treasurer	W. H. Ijams	Baltimore, Md.
Auditor	W. T. Thelin	Baltimore, Md.
General Manager	J. T. Odell	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Philadelphia Railroad Company.	Maryland and Delaware State Line.	P. & R. Junction, Philadelphia.	Baltimore and Ohio Railroad Company.	36.8	15.7
Landenberg Branch. . .	West Junction, Del.,	Landenberg, Pa.	Baltimore and Ohio Railroad Company.	14.3	2
Market Street Branch, .	W. & N. R. R. Junction, Del.,	Market Street Station, Wilmington, Del.	Baltimore and Ohio Railroad Company.	3	. . . .
South Side Extenson, . .	West Yard Junction, Wilmington, Del.,	Atlantic Refining Company, Wilmington, Del.	Baltimore and Ohio Railroad Company.	2	. . . . .

Operated by the Baltimore and Ohio Railroad Company, who handle the receipts, and, after deducting expenses, apply the net earnings to the payment of interest on bonds, and any balance arising is to be paid to the stockholders.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$9,840,000 00	Capital stock	$4,996,850 00
Cost of equipment	20,953 83	Delaware Western stock to be retired	3,150 00
Profit and loss	1,886,849 57	Funded debt	4,840,000 00
		Current liabilities	1,907,803 40
Total	$11,747,803 40	Total	$11,747,803 40

CONTRACTS, AGREEMENTS, ETC.

Contract with the Baltimore and Ohio Railroad Company, the Philadelphia and Reading Railroad Company, the Schuylkill River East Side Railroad Company, and the Central Railroad Company of New Jersey, to establish a through line of railway between Washington, Baltimore, Philadelphia and New York.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bond, ...	Boundary line between the States of Delaware and Maryland, where connection is made with Philadelphia Branch of Baltimore and Ohio railroad,	Terminus in Philadelphia.	36.8	. . . . .
	Branch line from near Wilmington, Del., .	Landenberg, Pa., . .	19.3	. . . . .
			56.1	86,274 51

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone.	26	9
Number combination, ...	14	. . . . .
Trestles:		
Number, ...	3	3
Aggregate length (feet), ...	1,261	1,261
Tunnels:		
Number, ...	1	1
Aggregate length of all tunnels.	625	625

Gauge of track, ... 5 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

BANGOR AND PORTLAND RAILWAY COMPANY.

Date of organization: May 19, 1879.

By what authority incorporated: Under general railroad law of Pennsylvania, 1868, and its various supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
John I. Blair,	Blairstown, N. J.,	Second Tuesday in May,	1892.
C. Miller,	Bangor, Pa.,	do.	do.
D. C. Blair,	Belvidere, N. J.,	do.	do.
Geo. W. Mackey,	Bangor, Pa.,	do,	do.
Jacob E. Long,	Bangor, Pa.,	do.	do.
John Buzzard,	Bangor, Pa.,	do.	do.
J. Moore,	Portland, Pa.,	do.	do.
John I. Miller,	Portland, Pa.,	do.	do.
Wm. Bray,	East Bangor, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: Second Tuesday in May, 1891.

Postoffice address of general office: Bangor, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. Miller,	Bangor, Pa.
Vice President,	D. C. Blair,	Belvidere, N. J.
Secretary,	George W. Mackey,	Bangor, Pa.
Treasurer,	John I. Miller,	Bangor, Pa.
General Solicitor, Attorney or Counsel,	George W. Mackey,	Bangor, Pa.
Auditor,	W. M. Bennett,	Bangor, Pa.
General Manager,	C. Miller,	Bangor, Pa.
General Passenger Agent,	Charles N. Miller,	Bangor, Pa.
General Ticket Agent,	Charles N. Miller,	Bangor, Pa.
General Freight Agent,	Charles N. Miller,	Bangor, Pa.
Superintendent of Transportation,	J. J. Heintzelman,	Bangor, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Bangor and Portland railway,	Portland, Pa.,	Nazareth, Pa.,	27.97	32.51
	Nazareth Junction, Pa.,	Martin's Creek,	4.54	
Easton and Northern railroad,	Balfast, Pa.,	Easton, Pa.,	8	8
Total mileage operated,			40.51	40.51

GENERAL BALANCE SHEET.

DR.			CR.		
Cost of road,	$378,679 12		Capital stock,	$121,100 00	
Cost of equipment,	99,310 00		Funded debt,	320,000 00	
		$477,989 12			$441,100 00
Cash and current assets,		477 87	Profit and loss,		37,366 99
Total		$478,466 99	Total,		$478,466 99

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company; we receive one-third of earnings over Delaware, Lackawanna and Western and Bangor and Portland railroads.

Contract with Adams Express Company for operation over the Easton and Northern railroad, similar to one with the United States Express Company.

Contract with United States government for carrying mails over our road and Easton and Northern railroad; we receive about $146 per month.

Contract with Delaware, Lackawanna and Western railroad, Pennsylvania railroad, Pennsylvania, Poughkeepsie and Boston railroad and Central Railroad of New Jersey; we receive an arbitrary on freight destined to points not on the above-named roads and a *pro rata* on local business.

Contract with Pennsylvania Telephone Company for use of all phones on Bangor and Portland railway and Easton and Northern railroad.

Trackage agreement with Easton and Northern Railroad Company; we to pay 42½ per cent. of net earnings, freight and passenger traffic, for use of tracks, stations, etc., between Belfast, Pa., and Easton, Pa.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bond,	Portland, Nazareth Junction,	Nazareth, Martin's Creek,	32.51	$9,842 82

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Total daily compensation.
General officers,	4	$3,720 00	
General office clerks,	2	900 00	$1 44
Station agents,	14	4,123 00	81
Other station men,	10	1,986 00	63½
Engineman,	4	3,012 00	2 41
Firemen,	4	1,848 00	1 48
Conductors,	4	2,496 00	2 00
Other trainmen,	8	3,540 00	1 41
Machinists,	2	1,380 00	2 21
Carpenters,	2	960 00	1 54
Other shopmen,	2	780 00	1 25
Section foremen,	7	3,120 00	1 43
Other trackmen,	36	10,434 60	1 15
Switchmen, flagmen and watchmen,	2	730 00	1 00
All other employes and laborers,	10	2,696 00	1 12
Total,	111	$41,726 24	$1 21½
Distribution of above:			
General administration,	4	$3,720 00	$2 97
Maintenance of way and structures,	53	16,251 24	1 18
Maintenance and equipment,	6	3,120 00	1 67
Conducting transportation,	48	18,635 00	1 19½
Total,	111	$41,726 24	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	111		
Total yearly compensation of employes in Pennsylvania,		$41,726 24	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	6	6
Number combination	15	15
Trestles:		
Number	1	.....
Aggregate (feet)	400	.....

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Easton and Northern railroad.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Middle States Freight Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Empire Line, Great Southern Despatch, Great Eastern Line and Lackawanna Line.

BARCLAY COAL COMPANY.

Date of organization: June, 1862.

By what authority incorporated: Pennsylvania act concerning railroads, approved April 8, 1861.

Operated by Towanda Coal Company to January 1, 1891, and Barclay Coal Company to date.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. B. Warner	Newtown, Bucks county, Pa.	May, 1892.
Andrew Wheeler	400 Chestnut street, Philadelphia.	do.
Henry C. Davis	120 Broadway, New York	do.
H. H. Wilson	237 South Third street, Philadelphia	do.
Anthony Taylor	201 Walnut Place, Philadelphia	do.
Lawrence Johnson	Walnut street, Philadelphia	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office: 204 Walnut Place, Philadelphia.

Postoffice address of operating company: 204 Walnut Place, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. Raymond Claghorn	204 Walnut Place, Philadelphia.
Secretary, Treasurer	Wm. B. Warner	204 Walnut Place, Philadelphia.
General Superintendent	E. O. Macfarlane	Towanda, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Barclay Coal Company,	Towanda,	Foot of Plane,	14.02	14.02

IMPORTANT CHANGES DURING THE YEAR.

The lease of the road to the Towanda Coal Company expired January 1, 1891. Since January 1, 1891, there has been laid —— tons of new ties (7,000).

EMPLOYES AND SALARIES.

CLASS.	Number.	Total compensation, six months.	Average daily compensation.
Station agents,	5	$900 00	$5 70
Other station men,	1	171 60	1 10
Enginemen,	2	1.087 00	3 25
Firemen,	3	480 00	1 95
Conductors,	2	720 00	2 50
Other trainmen,	6	1.260 00	1 60
Section foremen,	2	480 00	per mo. 40 00
Other trackmen,	....	.....	1 10
Switchmen, flagmen and watchmen,	....	.....	1 50
Telegraph operators and dispatchers: All agents.			
Total,	20	$5,098 60	.....

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	4	4
Telegraph:		
Miles of line owned by this company,	14.02	14.02
Miles of wire owned by this company,	14.02	14.02
Miles of line operated by this company,	14.02	14.02
Miles of wire operated by this company,	14.02	14.02

Gauge of track, ... 4 ft 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called freight lines, of which this road is a member, or which operate over the line of this road. None.

BARCLAY RAILROAD—TOWANDA COAL COMPANY, LESSEE.

ORGANIZATION, ETC.

See lessor's report.

Postoffice address of operating company: 21 Cortlandt street, New York city.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Barclay Railroad	Towanda	Barclay	16.25	16.25

CONTRACTS, AGREEMENTS, ETC.

See the New York, Lake Erie and Western Railroad Company's contract with the Lehigh Valley Railroad Company for trackage over the latter company's road.

United States mails are carried between Towanda and Barclay once daily each way at a compensation of $737.44 per annum.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total compensation, six months.	Average daily compensation.
Station agents	4	$660 00	$1 00
Other station men	1	173 80	1 10
Enginemen	3	1,514 78	3 25
Firemen	3	1,043 50	1 95
Conductors	2	864 99	2 50
Other trainmen	7	1,700 55	1 60
Machinists	1	408 75	2 50
Carpenters	1	278 25	1 50
Section foremen	5	1,366 10	1 50
Other trackmen	11	1,783 64	1 10
Switchmen, flagmen and watchmen	3	811 40	1 50
Telegraph operators and dispatchers	2	518 50	1 50
Total	43	$11,124 26	$1 81
Distribution of above:			
Maintenance of way and structures	19	$3,961 14	$2 08
Maintenance of equipment	2	687 00	2 09
Conducting transportation	22	6,476 12	1 32
Total	43	$11,124 26	$1 81
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	43	.....	.....
Total compensation of employes in Pennsylvania	....	$11,124 26	.....

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	1	1
Number wooden	10	10
Trestles:		
Number	1	1
Aggregate length (feet)	200	200
Telegraph:		
Miles of line operated by this company	16.25	16.25
Miles of wire operated by this company	16.25	16.25

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provisions, if any, has been made by this road for the payment of its funded debt? See lessor's report.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BEAVER AND ELLWOOD RAILROAD COMPANY.

Date of organization: May 20, 1890.

By what authority incorporated: Act April 4, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. L. Standish	Pittsburgh.	January 11, 1892.
Geo. I. Whitney	Pittsburgh.	January 11, 1892.
F. L. Stephenson	Pittsburgh.	January 11, 1892.
T. D. Gause	Beaver Falls, Pa.	January 11, 1892.
Jno. G. MacConnell	Pittsburgh.	January 11, 1892.
L. Halsey Williams	Pittsburgh.	Died May, 1891. Vacancy not filled.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Henry W. Hartman	Ellwood City, Pa.
Secretary	Jno. G. MacConnell	Pittsburgh.
Treasurer *pro tempore*	Geo. I. Whitney, *vice* L. H. Williams, deceased	Pittsburgh.
Chief Engineer	E. Walford	Ellwood City, Pa
General Solicitor, Attorney or Counsel	Jno. G. MacConnell	Pittsburgh.
Auditor	Samuel A. Rodoss	Beaver Falls, Pa.
General Manager	Merritt Green	Ellwood City, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Beaver and Ellwood	Ellwood Junction, Pa.	Ellwood City, Pa.	3	3
Total miles operated			3	3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$96,899 74	Capital stock	$50,000 00
Cost of equipment	5,838 00	Funded debt	50,000 00
Cash and current assets	1,862 39	Current liabilities	2,935 73
		Accrued interest on funded debt not yet payable	625 00
		Profit and loss	1,039 40
Total	$104,600 13	Total	$104,600 13

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Twenty year 5 per cent. bond and mortgage	Ellwood Junction,	Ellwood City,	3	$16,666 66⅔

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	3		
Station agents	1	$540 00	$1 43
Enginemen	1	1,260 00	3 45.2
Firemen	1	420 00	1 15
Conductors	1	480 00	1 31.5
Total	7	$2,700 00	$1 05.7
Distribution of above :			
General administration	3		
Conducting transportation	4	$2,700 00	$1 85
Total	7	$2,700 00	$1 05.7
Employes in Pennsylvania :			
Total number of employes in Pennsylvania	7		
Total yearly compensation of employes in Pennsylvania		$2,700 00	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles :		
Number	2	2
Aggregate length (feet)	70	70

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BEDFORD AND BRIDGEPORT RAILWAY COMPANY.

Date of organization: April 29, 1891; certificate of organization filed May 5, 1891
By what authority incorporated: General law of April 8, 1861, and supplements
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green	Philadelphia	May 2, 1892.
John M. Harding	do.	do.
George Kugler	do.	do.
Lewis Neilson	do.	do.
P. B Prince	do.	do.
Stephen W. White	do.	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.
Postoffice address of general office: 233 South Fourth St., Philadelphia, Pa.
Postoffice address of operating company: 233 South Fourth St., Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	R. D. Barclay	Philadelphia.
Secretary	Albert Hewson	do.
Treasurer	Taber Ashton	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bedford and Bridgeport Railway Company.	Mt. Dallas, .	State Line, .	Pennsylvania Railroad Company.	38.70	38.70
Branches.	. . . . .	. . . . .	. . . . .	10.47	10.47
Total mileage.	. . . . .	. . . . .	. . . . .	49.17	49.17

Operated by the Pennsylvania Railroad Company under resolutions of the boards of directors of both companies, dated April 29 and May 27, 1891, for the net earnings. This arrangement is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$2,300,309 75	Capital stock, ...	$600,000 00
Cash and current assets, ...	17,164 97	Debenture certificates, ...	1,700,000 00
		Current liabilities, ...	309 75
		Profit and loss, ...	17,164 97
Total.	$2,317,474 72	Total.	$2,317,474 72

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	7	7
Number wooden.	12	12
Trestles:		
Number, ...	11	11
Aggregate length (feet), ...	1,085	1,085
Telegraph:		
Miles of line owned by this company, ...	38.70	38.70
Miles of wire owned by this company, ...	77.40	77.40
Miles of line operated by Pennsylvania Railroad Company, lessee; . .	38.70	38.70
Miles of wire operated by Pennsylvania Railroad Company, lessee. .	78.40	77.40

Gauge of track, ... 4 ft. 9 in.

BEECH CREEK RAILROAD COMPANY.

(For six months ending December 31, 1890.)

Date of organization: June 29, 1886.

By what authority incorporated: Two acts of General Assembly of Pennsylvania passed May 25, 1878.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt,	New York, N. Y.,	May 8, 1891.
William K. Vanderbilt,	New York, N. Y.,	do.
George J. Magee,	Watkins, N. Y.,	do.
Joseph M. Gazzam,	Philadelphia,	do.
George F. Baer,	Reading, Pa.,	do.
William W. Betts,	Clearfield, Pa.,	do.
Marlin E. Olmsted, Pres. and *ex-officio* director,	Harrisburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 9, 1890.

Postoffice address of general office: Jersey Shore, Pa.

Postoffice address of operating company: New York Central and Hudson River Railroad Company, Grand Central Station, New York, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Martin E. Olmsted,	Harrisburg, Pa.
Vice President,	Cornelius Vanderbilt,	New York, N. Y.
Secretary, Treasurer,	Allyn Cox,	New York, N. Y.
Auditor,	W. H. Henick,	Jersey Shore, Pa.
General Manager,	J. D. Layng,	New York, N. Y.
General Ticket Agent, General Freight Agent,	F. E. Herriman,	Philadelphia and Jersey Shore, Pa.
Superintendent,	A. G. Palmer,	Jersey Shore, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Beech Creek railroad,	Jersey Shore,	Gazzam.	104.27	104.27
Tunnel Mines Branch,	West of Gorton Heights,	Mines.	.65	
Peale Branch,	Viaduct,	Grass Flat,	3.48	
Wells Run Branch,	East of Munsons.	Winburne,	.94	
Philipsburg Branch,	Munsons,	Stinces,	7.59	
Hawk Run Branch,	Hawk Run,	Mines,	2.23	
Decatur Branch,	West of Hawk Run,	Mines,	1.64	
Derby Branch,	East of Pbilipsburg,	Mines,	.87	
Pardee No. 2 Branch,	West of Hawk Ruu,	Mines,	1.04	
Woodland Branch.	East of Woodland,	Mines,	1.24	
Clearfield Branch,	Clearfield Junction,	Clearfield,	3.94	
O'Shanter Branch,	Mitchells,	O'Shanter,	1.56	
Dunlap Run,	West of Mitchells,	Mines,	1.20	
Watts Branch,	East of Kermoor,	Watt's Mills.	.68	
Thurston Branch,	East of Gazzam.	Mines,	1.29	
				28.35
Pine Creek Railway, trackage right.	Jersey Shore,	Newberry Junction,	12.30	
Philadelphia and Reading railroad, trackage right,	Newberry Junction,	Williamsport,	3.50	
				15.80
Total,				148.42

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Beech Creek railroad was leased to the New York Central and Hudson River Railroad Company, December 15, 1890, for 999 years, from October 1, 1890, at an annual rental of four per cent. interest on first mortgage bonds not exceeding $5,000,000.00, and four per cent. dividend on capital stock amounting to $5,000,000.00.

The Beech Creek Railroad Company continued to keep the accounts until December 31, 1890, and this present report is therefore made to cover the six months terminating on that date. Since that time the Beech Creek railroad has been operated as an independent organization, its operations and mileage not being included in those of the lessee company.

STOCKS OWNED.

Pennsylvania and Western Railroad Company,	$100,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$9,997,253 34	Capital stock,	$5,000,000 00
Stocks of other companies owned,	11,632 15	Funded debt,	5,000,000 00
Cash and current assets,	832,327 30	Current liabilities,	655,198 29
		Profit and loss,	186,014 50
Total,	$10,841,212 79	Total,	$10,841,212 79

IMPORTANT CHANGES DURING THE SIX MONTHS.

Nothing to report.

Leased to the New York Central and Hudson River Railroad Company.

CONTRACTS, AGREEMENTS, ETC.

See report for six months ending June 30, 1891.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bonds,	Jersey Shore,	Gazzam (including branches).	132.62	$37,701 71	All.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total half-yearly compensation.	Average daily compensation.
General officers,	7	$9,104 00	
General office clerks,	22	7,128 33	$2 08
Station agents,	27	6,554 12	1 56
Other station men,	15	4,953 06	2 12
Enginemen,	31	16,358 47	3 38
Firemen,	32	9,499 28	1 90
Conductors,	23	8,963 33	2 50
Other trainmen,	72	18,710 82	1 67
Machinists,	68	17,151 57	1 61
Carpenters,	36	8,285 44	1 48
Other shopmen,	33	7,812 40	1 52
Section foremen,	27	7,853 32	1 86
Other trackmen,	165	30,969 19	1 20
Switchmen, flagmen and watchmen,	5	1,026 80	1 32
Telegraph operators and dispatchers,	18	4,495 63	1 60
All other employes and laborers,	31	8,063 46	1 67
Total,	612	$166,965 22	$1 75
Distribution of above:			
General administration,	29	$16,268 33	$2 96
Maintenance of way and structures,	228	47,912 77	1 35
Maintenance of equipment,	137	33,249 41	1 55
Conducting transportation,	218	69,534 71	2 04
Total,	612	$166,965 22	$1 75
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	611		
Total half-yearly compensation of employes in Pennsylvania,		$166,465 22	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	59	59
Trestles:		
Number,	3	3
Aggregate length,	234	234
Tunnels:		
Number,	2	2
Maximum length,	1,247	1,247
Minimum length,	346	346
Aggregate length of all tunnels,	1,593	1,593
Telegraph:		
Miles of line owned by this company and C. B. C. Company,	115	115
Miles of wire owned by this company and C. B. C. Company,	255.8	255.8
Miles of line operated by this company and W. U. Telegraph Company,	115	115
Miles of wire operated by this company and W. U. Telegraph Company,	255.8	255.8

k, ... 4 ft. 8½ in

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? This company has no sinking fund.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Jersey Shore, rental paid to Fall Brook Coal Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BEECH CREEK RAILROAD COMPANY.

(For six months ending June 30, 1891.)

Date of organization: June 29, 1886.

By what authority incorporated: Two acts of General Assembly of Pennsylvania passed May 25, 1878.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt,	New York, N. Y.,	May 6, 1892.
William K. Vanderbilt,	New York, N. Y.,	do.
George J. Magee,	Watkins, N. Y.,	do.
Joseph M. Gazzam,	Philadelphia.	do.
George F. Baer,	Reading, Pa.,	do.
William W. Betts,	Clearfield, Pa.,	do.
Marlin E. Olmsted,	Harrisburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 8, 1891.

Postoffice address of general office: Jersey Shore, Pennsylvania.

Postoffice address of operating company: New York Central and Hudson River Railroad Company, Grand Central Station, New York, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Marlin E. Olmsted,	Harrisburg, Pa.
Vice President,	Cornelius Vanderbilt,	New York, N. Y.
Secretary,	Allyn Cox,	New York, N. Y.
Treasurer,	E. V. W. Rossiter,	New York, N. Y.
Chief Engineer,	John B. McIntyre,	Jersey Shore, Pa.
General Solicitor, Attorney or Counsel,	S. R. Peale,	Lock Haven, Pa.
Comptroller,	J. Carstensen,	New York, N. Y.
General Manager,	J. D. Layng,	New York, N. Y.
General Ticket and Freight Agent,	F. E. Herriman,	Philadelphia and Jersey Shore, Pa.
Superintendent,	A. G. Palmer,	Jersey Shore, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Beech Creek Railroad.	Jersey Shore,	Gazzam,	104.27	104.27
Tunnel Mines Branch,	W. of Gorton Heights,	Mines,	.65	
Peale Branch,	Viaduct,	Grass Flat,	3.48	
Wells Run Branch,	E. of Munson's,	Winburne,	.94	
Philipsburg Branch,	Munson's,	Stiner's,	7.59	
Hawk Run Branch,	Hawk Run,	Mines,	2.23	
Decatur Branch,	W. of Hawk Run,	Mines,	1.64	
Derby Branch,	E. of Philipsburg,	Mines,	.87	
Pardee No. 2 Branch,	W. of Hawk Run,	Mines,	1.04	
Woodland Branch,	E. of Woodland,	Mines,	1.24	
Clearfield Branch,	Clearfield Junction,	Clearfield,	3.94	
O'Shanter Branch,	Mitchell's,	O'Shanter,	1.56	
Dunlap Run,	W. of Mitchell's,	Mines,	1.20	
Watts Branch,	E. of Kerrmoor,	Watt's Mill,	.68	
Thurston Branch.	E. of Gazzam,	Mines,	1.29	
				28.25
Pine Creek Railway, trackage right,	Jersey Shore,	Newberry Junction,	12.30	
Philadelphia and Reading railroad, trackage right.	Newberry Junction,	Williamsport,	3.50	
				15.80
Total.				148.42

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Beech Creek railroad was leased to the New York Central and Hudson River Railroad Company, December 15, 1890, for nine hundred and ninety-nine years from October 1, 1890, at an annual rental of four per cent. interest on first mortgage bonds, not exceeding $5,000,000.00, and four per cent. dividend on capital stock amounting to $5,000,0000.00.

The Beech Creek Railroad Company continued to keep the accounts until December 31, 1890, and a separate report has therefore been made for the six months terminating on that date. Since that time the Beech Creek railroad has been operated as an independent organization, its operations and mileage not being included in those of the lessee company.

STOCKS OWNED.

Pennsylvania and Western Railroad Company (total par value), ...	$100,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment, ...	$10,000,000 00	Capital stock, ...	$5,000,000 00
Stocks of other companies owned. .	10,983 61	Funded debt.	5,000,000 00
Cash and current assets, ...	673,688 03	Current liabilities, ...	502,963 26
		Accrued rental of equipment. . .	19,470 83
		Profit and loss, ...	162,237 55
Total, ...	$10,684,671 64	Total, ...	$10,684,671 64

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, consideration 40 per cent. of gross revenue, with minimum guarantee of $1,200 per annum.

United States Government, route 8112, between Jersey Shore and Gazzam; compensation, $5,602.44 per annum.

Pennsylvania railroad, for use of Derby branch.

Western Union Telegraph Company, consideration, limited free transmission of railroad messages; Central Pennsylvania Telephone and Supply Company, for use of railroad wires, at an annual rental of $4 per wire per mile.

W. E. Smith and others, for transportation of timber; city of Lock Haven, for transportation of limestone; W. D. Kelly, for transportation of coal; Bloomington Mining Company, for transportation of coal.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage (including branches), . .	Jersey Shore, .	Gazzam, . . .	132.62	$37,071 71	All.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total half-yearly compensation.	Average daily compensation.
General officers,	8	$9,540 00	. . . . .
General office clerks,	25	9,335 78	$2 39
Station agents,	24	6,431 84	1 72
Other station men,	16	5,249 97	2 10
Enginemen,	34	17,541 52	3 31
Firemen,	36	10,474 62	1 87
Conductors,	27	9,966 52	2 37
Other trainmen,	82	21,288 17	1 66
Machinists,	78	19,820 85	1 63
Carpenters,	35	8,420 26	1 54
Other shopmen,	42	10,181 62	1 55
Section foremen,	27	7,759 17	1 84
Other trackmen,	176	32,607 05	1 19
Switchmen, flagmen and watchmen,	5	982 61	1 26
Telegraph operators and dispatchers,	21	5,258 13	1 61
All other employes and laborers,	29	7,753 62	1 71
Total,	665	$182,611 73	$1 76
Distribution of above:			
General administration,	33	$18,875 78	$3 72
Maintenance of way and structures,	237	49,067 45	1 32
Maintenance of equipment,	155	38,422 73	1 58
Conducting transportation,	240	76,245 77	2 03
Total,	665	$182,611 73	$1 76
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	644	. . . . .	. . . . .
Total half-yearly compensation of employes in Pennsylvania,	. . . .	$172,943 12	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	59	59
Trestles:		
Number,	3	3
Aggregate length (feet),	234	234
Tunnels:		
Number,	2	2
Maximum length (feet),	1,247	1,247
Minimum length (feet),	346	346
Aggregate length of all tunnels (feet),	1,593	1,593
Telegraph:		
Miles of line owned by this company and Clearfield Bituminous Coal Corporation,	115	115
Miles of wire owned by this company and Clearfield Bituminous Coal Corporation,	255.8	255.8
Miles of line operated by this company and Western Union Telegraph Company,	115	115
Miles of wire operated by this company and Western Union Telegraph Company,	255.8	255.8

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? This company has no sinking fund.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Jersey Shore station, rented from Fall Brook Coal Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BELLEVUE AND PITTSBURGH RAILROAD COMPANY.

Date of organization: September 11, 1889.

By what authority incorporated: Act of the general assembly, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. E. Thompson,	Philadelphia,	January 12, 1892.
Edmund H. Bell.	do.	do.
George J. Elliott.	do.	do.
H. B. Caldwell,	do.	do.
Arthur W. Tobey,	do.	do.
George G. Glenn,	do.	do.
Nathan L. Keyser,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 259 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. E. Thompson,	Philadelphia.
Vice President,	Edmund H. Bell,	do.
Secretary,	John A. Glenn,	do.
Treasurer,	Daniel Lammot, Jr.,	do.
General Solicitor, Attorney or Counsel,	Samuel Gustine Thompson,	do.

Road not yet constructed.

BERLIN RAILROAD COMPANY.

Date of organization: July 7, 1879.

By what authority incorporated: Buffalo Vall Railroad Company. Acts February 19, 1849, April 1, 1868, March 14, 1871, State o Pennsylvania.

Reorganized as Berlin Railroad Company July 7, 879.

Operated by the Baltimore and Ohio Railroad Con. pany.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Koontz,	Somerset, Pa.,	First Monday in May, 1892.
S. Philson,	Berlin, Pa.,	do. do.
S. A. Philson,	Berlin, Pa.,	do. do.
A. M. Ross,	Confluence, Pa.,	do. do.
J. Reed Torrance,	Wilkinsburg, Pa.,	do. do.
S. C. Hartley,	Meyersdale, Pa.,	do. do.

Date of last meeting of stockholders for the election of officers: May 4, 1891.
Postoffice address of general office: Pittsburgh.
Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburgh.
Secretary,	A. W. Black,	Pittsburgh.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Berlin Railroad Company,	Garrett, Pa.,	Berlin, Pa.,	Baltimore and Ohio railroad,	8	8
Total mileage,				8	8

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock by the Pittsburgh and Connellsville Railroad Company, which company is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$50,425 09	Capital stock,	$50,000 00
Profit and loss,	58,381 82	Current liabilities,	58,806 91
Total,	$108,806 91	Total,	$108,806 91

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Station agents,	1	$1 31
Enginemen,	1	2 75
Firemen,	1	1 65
Other shopmen,	1	1 13
Section foremen,	1	1 35
Other trackmen,	5	1 12
All other employes and laborers,	1	30
Total,	11	
Distribution of above:		
Maintenance of way and structures,	6	
Maintenance of equipment,	1	
Conducting transportation,	4	
Total,	11	
Employes in Pennsylvania:		
Total number of employes in Pennsylvania.	11	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	9	9
Aggregate length (feet),	1,180	1,180

Gauge of track, ... 4f t. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BERLIN BRANCH RAILROAD COMPANY.

Date of organization: March 26, 1876.

By what authority incorporated: Under free railroad act of 1868 and its supplements, State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. W. Eichelberger,	Hanover, Pa.,	January 11, 1892.
Jacob Resser,	East Berlin, Pa.,	do.
Daniel Eberly,	Abbottstown, Pa.,	do.
Joseph Wolf,	Abbottstown, Pa.,	do.
Henry A. Young,	Hanover, Pa.,	do.
Stephen Keefer,	Hanover, Pa.,	do.
R. N. Meisenhelder,	Hanover, Pa.,	do.
Michael Rebert,	East Berlin, Pa.,	do.
Wm. S. Hildebrand,	East Berlin, Pa.,	do.
Wm. G. Leas,	East Berlin, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 14, 1891.

Postoffice address of general office: Hanover, Pa.

Postoffice address of operating company: Western Maryland Railroad Company, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. W. Eichelberger,	Hanover, Pa.
Secretary,	Michael Rebert,	East Berlin, Pa.
Treasurer,	Jacob Resser,	East Berlin, Pa.
General Solicitor, Attorney or Counsel,	David Wills,	Gettysburg, Pa.
Auditor,	R. N. Wirt,	Hanover, Pa.
General Manager,	J. M. Hood,	Baltimore, Md.

PROPERTY OPERATED.

Berlin Branch railroad, from Berlin Junction to East Berlin, Pa., 7 miles and 40 feet.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPEPATION.

This road is operated by Western Maryland Railroad Company, under contract as follows:

The Berlin Branch Railroad Company pays to the Western Maryland Railroad Company 40 cents per running mile, said Western Maryland Railroad Company furnishes the motive power, equipment and working crew.

The contract can be annulled by either company upon due notice being given to the other by either one.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$77,326 19	Capital stock	$43,193 19
Cash and current assets	340 46	Funded debt	42,900 00
Profit and loss	24,373 27	Current liabilities	15,946 73
Total	$102,039 92	Total	$102,039 92

CONTRACTS, AGREEMENTS, ETC.

Adams Express, usual rates.

Mails, $77.59 per quarter.

The contract between this company and the Western Maryland Railroad Company is that the said Western Maryland Railroad Company furnish the motive power, equipment and working crew at 40 cents per running mile, and can be terminated at the option of either company by due notice being given by either one.

SECURITY FOR FUNDED DEBT.

No other security than that the mortgage bonds are a lien on the road.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	5	$65 00	
Station agents	2	240 00	$0 80
Section foremen	1	360 00	1 20
Other trackmen (only paid when they work $1.00 per day)	2	496 51	
Total	9	$1,161 51	
Distribution of above:			
General administration		$65 00	
Maintenance of Way and structures		856 51	
Conducting transportation, station agents		240 00	
Total		$1,161 51	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	9		
Total yearly compensation of employes in Pennsylvania		$1,161 51	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden (length, 80 feet)	2	2
Gauge of track		4 ft. 8 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? The rental for stations is included in the salaries of the station agents.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

BLOOMSBURG BELT RAILROAD COMPANY.

Date of organization: January 28, 1889.

By what authority incorporated: Act of 1868, P. L., 62, entitled "An act for the formation and regulation of railroad corporations."

If a consolidated company name the constituent companies: Not such company.

Road not in operation.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
John Jameson,	Bloomsburg, Pa.,	October 21, 1891.
Peter Harman,	Bloomsburg, Pa.,	do.
W. G. Yetter,	Catawissa, Pa.,	do.
William Eyer,	Catawissa, Pa.,	do.
W. H. Rhawn,	Catawissa, Pa.,	do.

Date of last meeting of stockholders for election of directors: October 21, 1889.

Postoffice address of general office: Catawissa, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John Jameson,	Bloomsburg, Pa.
Vice President,	W. G. Yetter,	Catawissa, Pa.
Secretary,	W. H. Rhawn,	Catawissa, Pa.
Treasurer,	A. H. Church,	227 S. Fourth street, Philadelphia.
Chief Engineer,	Harry Nichols,	227 S. Fourth street, Philadelphia.
General Solicitor, Attorney or Counsel,	J. D. Campbell,	227 S. Fourth street, Philadelphia.
Auditor,	W. G. Brown,	227 S. Fourth street, Philadelphia.
General Manager,	A. A. McLeod,	227 S. Fourth street, Philadelphia.
General Superintendent,	I. A. Sweigard,	227 S. Fourth street, Philadelphia.
Division Superintendent,	W. G. Yetter,	Catawissa, Pa.

GENERAL BALANCE SHEET.

Upon the organization of the company its line was duly located by it in October, 1889; it was reorganized by the election of new directors and the transfer of the subscription right to all the stock, except four shares, to the Philadelphia and Reading Railroad Company. The Belt Company then commenced, and is now carrying on, the completion of the road with money advanced to it by the Philadelphia and Reading Railroad Company as stockholders. The amount so advanced is $4,400, and same has been expended in construction of road. In respect to right of way, none has been secured except by condemnation proceedings and purchase through three properties at cost of $2,600, included in the $4,400. This was advanced by Philadelphia and Reading Railroad Company to Belt Company to be repaid in stock to be issued to it.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BRADDOCK AND PITTSBURGH RAILROAD COMPANY.

Date of organization: September 11, 1889.

By what authority incorporated: Act of the general assembly, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

Road not yet constructed.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. E. Thompson,	Philadelphia,	January 12, 1892.
Edmund H. Bell,	do.	do.
George J. Elliott,	do.	do.
H. B. Caldwell,	do.	do.
Arthur W. Tobey,	do.	do.
George G. Glenn,	do.	do.
Nathan L. Keyser,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 259 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. E. Thompson,	Philadelphia.
Vice President,	Edmund H. Bell,	do.
Secretary,	John A. Glenn,	do.
Treasurer,	Daniel Lammot, Jr.,	do.
General Solicitor, Attorney or Counsel,	Samuel Gustine Thompson,	do.

BRADFORD RAILWAY COMPANY.

Date of organization: January 7, 1881.

By what authority incorporated: Organized under the act of General Assembly of Pennsylvania, approved April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Calvin H. Allen, . .	Mills Building, N. Y. city.	George E. Bartol, .	139 S. Front St., Philadelphia.
Edward L. Owen, . .	71 Wall street, N. Y. city.	Wm. T. Tiers, . . .	11 S. Front St., Philadelphia.
John D. Probst, . . .	52 Exchange Place, N. Y. city	E. W. Clark, Jr., .	Bullitt Building, Phila.
Samuel G. DeCoursey	242 S. 3d St., Philadelphia.		

Date of last meeting of stockholders for election of directors: January 14, 1889.

Postoffice address of operating company: 84 Exchange street, Buffalo, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Calvin H. Allen,	New York city.
Vice President,	Samuel G. De Coursey,	Philadelphia.
Secretary,	Joseph R. Trimble,	Philadelphia.
Treasurer,	Franklin S. Buell,	Buffalo.
Auditor,	Wm. L. Doyle,	Buffalo.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bradford railway, . .	Bradford, . .	Kinzua Junc.	Western New York and Pennsylvania Railroad Company.	14.75	14.75

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company, to which you are respectfully referred.

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company of all and singular the railway of the Bradford Railway Company of Pennsylvania.

Recorded in McKean county, Pennsylvania, February 16, 1882, in mortgage book vol. "M," page 270, also July 21, in deed book vol. 16, page 112.

Nine hundred and ninety-nine years from December 8, 1881.

GENERAL BALANCE SHEET.

Included in the report of the Western New York and Pennsylvania Railroad Company.

No separate accounts since 1882.

CHARACTERISTICS OF ROAD.

Included in the report of the Western New York and Pennsylvania Railroad Company.

Gauge of track, ... 3 feet.

BRADFORD, BORDELL AND KINZUA RAILROAD COMPANY.

Date of organization: March 3, 1880.

By what authority incorporated: Under the general law of the State of Pennsylvania, act of June, 1874, and amendments.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jno. J. Carter,	Titusville, Pa.,	January, 1892.
Jno. E. Ransom,	Buffalo, N. Y.,	do.
A. S. Murray, Jr.,	New York city,	do.
Jno. C. Havemayer,	New York city,	do.
Aug. Stein,	New York city,	do.
M. L. Hinman,	Dunkirk, N. Y.,	do.
W. W Brown,	Bradford, Pa.,	do.
A. I. Wilcox,	Bradford, Pa.,	do.
Geo. L. Roberts,	Bradford, Pa.,	do.
Geo. A. Eckbert,	Titusville, Pa.,	do.
Jno. C. McKenna,	Bradford, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jno. J. Carter,	Bradford, Pa.
Vice President,	W. W. Brown,	Bradford, Pa.
Secretary,	Jno. E. Ransom,	Buffalo, N. Y.
Treasurer,	W. R. Dieffenback,	Bradford, Pa.
General Solicitor, Attorney or Counsel,	Geo. L. Roberts,	Bradford, Pa.
Auditor,	W. R. Dieffenback,	Bradford, Pa.
General Manager,	Jno. J. Carter,	Bradford, Pa.
General Passenger Agent,	Jno. C. McKenna,	Bradford, Pa.
General Ticket Agent,		
General Freight Agent,		
General Superintendent,		
Superintendent of Telegraph,	W. R. Dieffenback,	Bradford, Pa.
General Baggage Agent,	Jno. C. McKenna,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bradford, Bordell and Kinzua Railroad Company,	Bradford,	Simpson,	15	15
Bordell,	Kinzua Junction,	Rew City,	1.93	1.93
Bradford, Bordell and Smethport railroad,	Simpson,	Smethport,	10.23	10.23
Rew City and Eldred railroad,	Rew City,	Eldred,	12.16	12.16
Big Level and Kinzua railroad,	Omsby Junction,	Mt. Jewett,	10.50	10.50
Total mileage operated,			49.82	49.82

STOCKS OWNED.

NAME.	Total par value.	Rate.
Rew City and Eldred railroad.	$111.000 00	100

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$522,747 59	Capital stock.	$500,000 00
Cost of equipment.	91,052 73	Funded debt.	547,847 63
Stocks of other companies owned. .	111,000 00	Current liabilities.	163,412 47
Other permanent investments:		Certificates of indebtedness. . . .	†24,100 00
B., B. & S. R. R. Co., ...	17,036 13	N. Y., L. E. & W. R. R. Co., . . .	210,618 67
R. C. & E. R. R. Co., ...	2,118 60		
T. V. & C. R. R. Co., loans, . .	54,852 49		
Increase capital stock, ...	250,000 00		
N. Y., L. E. & W. R. R. Co., .	*194,442 40		
Profit and loss, ...	202,748 83		
Total.	$1,445,978 77	Total, ...	$1,445,978 77

IMPORTANT CHANGES DURING THE YEAR.

Surrendered lease of Big Level and Kinzua railroad, Omsby Junction to Mt. Jewett, April 15, 1891.

Geo. L. Roberts appointed receiver January 12, 1891.

CONTRACTS, AGREEMENTS, ETC.

Wells Fargo & Co.'s Express. Paying first-class freight rates on through freight, and one and one-half first-class freight rates on local freight.

United States Postoffice Department pays $60.72 per mile per year for mail transportation.

Western Union telegraph own and maintain the line, except that the railroad company maintain the poles.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
Fifty year bond.					
B., B. & K. R. R. Co., ...	Bradford, . .	Simpson. . .	16.93		
	Kinzua Junc.,	Rew City, . .			
B., B. & S. R. R. Co., ...	Simpson. . .	Smethport, .	10.23	$12,665 31	All.
R. C. & E. R. R. Co., ...	Rew City, . .	Eldred, . . .	12.16		
			39.32		

*The amount is due in cash to this company from the New York, Lake Erie and Western Railroad Company, according to existing contract. The item, $210,618.67 to the credit of that company is for the total amount charged up to them under the said contract for deficiencies up to this date, and that amount will be due and payable to them when it shall have been earned by this company in excess of current expenses and interest, and not sooner.

†Payable only if earned over current expenses and charges.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	3	$3,457 17	. . . . .
General office clerks	1	552 99	$1 55
Station agents	10	4,525 50	1 26
Other station men	9	3,094 62	1 50
Enginemen	8	4,878 50	2 19
Firemen	10	2,363 60	1 31
Conductors	7	4,136 14	2 30
Other trainmen	14	4,592 74	1 44
Machinists	2	1,310 22	2 25
Carpenters	3	1,655 84	1 93
Other shopmen	17	7,056 98	1 57
Section foremen	5	2,520 00	1 38
Other trackmen	24	7,379 70	1 20
Telegraph operators and dispatchers : Included in station agents and general officers.			
All other employes and laborers	3	509 93	50
Total	116	$48,033 93	$20 38
Distribution of above :			
General administration	. . . .	$3,562 29	. . . . .
Maintenance of way and structures	. . . .	10,451 85	. . . . .
Maintenance of equipment	. . . .	6,091 61	. . . . .
Conducting transportation	. . . .	27,928 18	. . . . .
Total	. . . .	$48,033 93	. . . . .
Employes in Pennsylvania :			
Total number of employes in Pennsylvania	116	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania	. . . .	$48,033 93	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Aggregate length	581	581
Telegraph:		
Miles of line operated by this company	49.82	49.82
Miles of wire operated by this company		

Gauge of track . . . . . 3 ft.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States; Western New York Car Service Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BRADFORD, BORDELL AND SMETHPORT RAILROAD COMPANY.

Date of organization: September, 1880.

By what authority incorporated: Under general law of the State of Pennsylvania. Act of June, 1874, and amendments.

If a consolidated company, name the constituent companies: Not consolidated.

Operated by Bradford, Bordell and Kinzua Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John J. Carter,	Titusville, Pa.,	January, 1892.
Jno. E. Ransom,	Buffalo, N. Y.,	do.
Aug. Stein,	New York city,	do.
M. L. Hinman,	Dunkirk, N. Y.,	do.
W. W. Brown,	Bradford, Pa.,	do.
A. I. Wilcox,	Bradford, Pa.,	do.
Geo. L. Roberts,	Bradford, Pa.,	do.
Jno. C. McKenna,	Bradford, Pa.,	do.
L. J. Backer,	Boston, Mass.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Bradford, Pa.

Postoffice address of operating company: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jno. J. Carter,	Bradford, Pa.
Vice President,	A. I. Wilcox,	Bradford, Pa.
Secretary,	Jno. E. Ransom,	Buffalo, N. Y.
Treasurer,	W. R. Dieffenback,	Bradford, Pa.
General Solicitor, Attorney or Counsel,	Geo. L. Roberts,	Bradford, Pa.
Auditor,	W. R. Dieffenback,	Bradford, Pa.
General Manager,	Jno. J. Carter,	Bradford, Pa.
General Passenger Agent, General Ticket Agent, General Freight Agent, General Superintendent,	Jno. C. McKenna,	Bradford, Pa.
Superintendent of Telegraph,	W. R. Dieffenback,	Bradford, Pa.
General Baggage Agent,	Jno. C. McKenna,	Bradford, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bradford, Bordell and Smethport railroad.	Simpson, . . .	Smethport, . .	Bradford, Bordell and Kinzua railroad.	10.23	10.23

The Bradford, Bordell and Smethport Railroad Company, leased to the Bradford, Bordell and Kinzua Railroad Company, for the term of its charter by lease dated January 1, 1881.

The Bradford, Bordell and Kinzua Railroad Company to pay $24,000.00 rental for the first two years, after that two-sevenths of the net earnings, if any. The Bradford, Bordell and Kinzua Railroad Company to maintain the road.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$105,259 64	Capital stock	$100,000 00
Cost of equipment	11,776 49	Current liabilities	17,036 13
Total	$117,036 13	Total	$117,036 13

IMPORTANT CHANGES DURING THE YEAR.

George L. Roberts appointed receiver, January 12, 1891.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	1	1
Trestles:		
Number	6	6
Aggregate length	880	880

Gauge of track, 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any has been made by this road for the payment of its funded debt? No funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or contral of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BRADFORD, ELDRED AND CUBA RAILROAD COMPANY.

Date of organization: May 11, 1881.

By what authority incorporated: General railroad act, State of New York.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Chas. C. Attenburg	New York, N. Y.	Until successor is elected.	
Frank M. Baker	Owego, N. Y.	do.	do.
R. T. Bellinger	Elizabeth, N. J.	do.	do.
Ed. M. Dickinson	New York, N. Y.	do.	do.
Herman S. Leroy	New York, N. Y.	do	do.
W. E. Matthews	New York, N. Y.	do.	do.
Thomas C. Platt	New York, N. Y.	do.	do.
Frank H. Platt	New York, N. Y.	do.	do.
August Stein	New York, N. Y.	do.	do.
B. W. Spencer	New York, N. Y.	do.	do.
W. C. Sheldon	New York, N. Y.	do.	do.
Theo. T. Wood	New York, N. Y.	do.	do.

Date of last meeting of stockholders for election of directors: May 28, 1888.
Postoffice address of general office: Addison, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver,	Thomas C. Platt,	New York, N. Y.
Receiver's Agent,	Frank M. Baker,	Addison, N. Y.
President,	Frank H. Platt,	New York, N. Y.
Secretary,	Theo. T. Wood,	New York, N. Y.
Treasurer,	B. W. Spencer,	New York, N. Y.
Superintendent,	W. W. Atwood,	Wellsville, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bradford, Eldred and Cuba railroad,	Little Genesee,	State Line at Ceres,	4.31	.....
Wellsville, Bolivar and Eldred railroad,	Wellsville, N. Y.,	Little Genesee, N. Y.	20.62	.....
Bradford, Richburg and Cuba railroad,	Ceres, N. Y.,	Eldred, Pa.,	9.36	5.74
Total mileage operated,			34.29	5.74

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$554,822 57	Capital stock,	$480,000 00
Other permanent investments,	42,340 00	Funded debt,	560,000 00
Wellsville, Bolivar and Eldred railroad,	405,410 00	Current liabilities,	423,346 64
Bradford, Richburg and Cuba railroad,	156,369 50		
Cash and current assets,	33,164 03		
Profit and loss,	271,240 54		
Total,	$1,463,346 64	Total,	$1,463,346 64

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.'s Express operate under special agreement, paying same as United States Express for same time previous year.

Contract with government for mail services, $59.85 per mile for 33.15 miles.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bonds,	Little Genesee.	Ceres,	4.31	$129,930 39	All.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$1,560 00	
General office clerks,	1	180 00	$0 57
Station agents,	6	2,808 00	1 49
Enginemen,	3	2,460 00	2 62
Firemen,	3	1,440 00	1 21
Conductors,	3	2,340 00	2 49
Other trainmen,	6	3,240 00	1 72
Carpenters,	1	626 00	2 00
Other shopmen,	2	1,077 25	1 72
Section foreman,	4	1,920 00	1 53
Other trackmen,	17	6,119 15	1 15
Switchmen, flagmen and watchmen,	1	480 00	1 53
All other employes and laborers,	2	199 92	32
Total,	51	$24,450 32	$1 53
Distribution of above:			
General administration,	9	$4,548 00	$1 61
Maintenance of way and structures,	22	8,665 15	1 25
Maintenance of equipment,	2	1,077 25	1 72
Conducting transportation,	18	10,159 92	1 80
Total,	51	$24,450 32	1 53
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	6		
Total yearly compensation of employes in Pennsylvania,		$2,219 80	$1 18

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	3	
Trestles:		
Number,	33	
Aggregate length,	5,280	
Telegraph:		
Miles of line operated by this company,	32.73	5.74
Miles of wire operated by this company,	32.73	5.74

Gauge of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BROCKWAYVILLE AND PUNXSUTAWNEY RAILROAD COMPANY.

Date of organization: May 17, 1882.

By what authority incorporated: Commonwealth of Pennsylvania. Statute approved March 24, 1865.

Operated by the Buffalo, Rochester and Pittsburgh Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Wm. A. Baldwin,	Rochester, New York,	Third Tuesday in January.	
Arthur G. Yates,	Rochester, New York,	do.	do.
Frederick A. Bell,	Buffalo, New York,	do.	do.
George H. Lewis,	Buffalo, New York,	do.	do.
J. E. Morris,	Dubois, Pa.,	do.	do.
J. A. Haskell,	Helvetia, Pa.,	do.	do.
Lucius W. Robinson,	Punxsutawney, Pa.,	do.	do.
George Mellinger,	Reynoldsville, Pa.,	do.	do.
S. B. Elliott,	Reynoldsville, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 20, 1891.

Postoffice address of general office: No. 36 Wall street, New York city, N. Y., and 615 Walnut street, Philadelphia, Pa.

Postoffice address of operating company: Buffalo, Rochester and Pittsburgh Railway Company, Rochester, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Adrian Iselin, Jr.,	36 Wall St., New York city, N. Y.
Vice President,	Wm. A. Baldwin,	Rochester, New York.
Secretary and Assistant Treasurer,	John H. Hocart,	36 Wall St., New York city, N. Y.
Treasurer and Auditor,	John F. Dinkey,	Rochester, New York.
Chief Engineer,	Wm. E. Hoyt,	Rochester, New York.
General Solicitor, Attorney or Counsel,	Chas. H. McCauley,	Ridgway, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Brockwayville and Punxsutawney Railroad.	Near Brockwayville, Snyder township, Jefferson co., Pa.	Punxsutawney, Young township, Jefferson co., Pa.	Buffalo, Rochester and Pittsburgh Railway Company.	25	25
Total mileage,				25	25

Leased for ninety-nine years from October 6, 1883, at the nominal rental of one dollar per annum.

The lessee furnishes its own equipment, makes all needed improvements and renewals, and wholly maintains and operates the road.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$250,000 00	Capital stock,	$250,000 00
Total.	$250,000 00	Total,	$250,000 00

CHARACTERISTICS OF ROAD.

All statistics and characteristics are included in report of the lessee, Buffalo, Rochester and Pittsburgh Railway Company.

BROCKPORT AND SHAWMUT RAILROAD COMPANY.

Date of organization: Certificate filed July 31, 1886.

By what authority incorporated: General railroad act of Pennsylvania of April 4, 1868.

Operated by New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James K. P. Hall,	St. Mary's, Pa.,	Second Monday in June, 1892.
C. A. McCauley.	Ridgway, Pa.,	do. do.
D. H. Jack.	Bradford, Pa.,	do. do.
A. R. Macdonough.	New York, N. Y.,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1891.

Postoffice address of general office: 21 Courtlandt street, New York city.

Postoffice address of operating company: 21 Courtlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	James K. P. Hall,	St Mary's, Pa.
Secretary,	A. R. Macdonough,	21 Courtlandt street, New York city.
Treasurer,	Edward White,	21 Courtlandt street, New York city.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The capital stock of this company is owned by the New York, Lake Erie and Western Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$21,195 26	Capital stock,	$22,500 00
Open accounts,	1,304 74		
Total,	$22,500 00	Total,	$22,500 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	3	3
Aggregate length (feet),	144	144
Gauge of track,	4 ft. 8½ in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BUFFALO, BRADFORD AND PITTSBURGH RAILROAD COMPANY.

Date of organization: March 4, 1859.

By what authority incorporated: Buffalo and Bradford incorporated by special act of State of Pennsylvania, March 14, 1856.

Buffalo and Pittsburgh, incorporated under general railroad act of New York, of 1850.

If a consolidated company, name the constituent companies: Buffalo and Bradford Railroad Company, organized in Pennsylvania, March 14, 1856. Buffalo and Pittsburgh Railroad Company, organized in New York, October 15, 1852. Certificate of consolidation filed in Pennsylvania, February 26, 1859, and in New York, March 4, 1859.

Operated by New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
J. Lowber Welsh,	Philadelphia,	Second Monday in June,	1892.
W. A. May,	Scranton, Pa.,	do.	do.
David H. Jack,	Bradford, Pa.,	do.	do.
Abram K. Johnson,	Bradford, Pa.,	do.	do.
John King,	New York city,	do.	do.
E. B. Thomas,	New York city,	do.	do.
A. R. Macdonough,	New York city,	do.	do.

Date of last meeting of stockholders for election of directors: Second Monday in June 1891.

Postoffice address of general office: 21 Cortlandt street, New York city,

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Lowber Welsh,	Philadelphia.
Secretary,	A. R. Macdonough,	21 Cortlandt street, New York city.
Treasurer,	Edward White,	21 Cortlandt street, New York city.

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road,	$3,108,258 34	Capital stock,		$2,286,400 00
		Funded debt,		580,000 00
		Advances:		
		Erie Railway Co.,	$103,564 40	
		New York, Lake Erie and Western Railroad Co.,	138,293 94	
				241,858 34
Total,	$3,108,258 34	Total,		$3,108,258 34

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of road.
	From—	To—	Miles.	
First mortgage,	Carrollton, N. Y.,	Buttsville, Pa.,	26.17	$22,162 78

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	. . . . .
Number wooden,	4	4
Trestles:		
Number,	23	10
Aggregate length,	2,140.37	353.37
Telegraph:		
Miles of line owned by this company,	25	17
Miles of wire owned by this company,	25	17
Miles of line operated by this company,	25	17
Miles of wire operated by this company,	25	17

Gauge of track, ... 4 ft. 8½ in.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY COMPANY.

Date of organization: March 11, 1887.

By what authority incorporated: State of New York, laws of 1869, chapter 917, as amended by the laws of 1881, chapter 685.

Commonwealth of Pennsylvania, statute approved March 24, 1865.

If a consolidated company, name the constituent companies: The Buffalo, Rochester and Pittsburgh Railway Company was formed March 11, 1887, by the consolidation of the following companies:

The Buffalo, Rochester and Pittsburgh Railroad Company, organized under the laws of the State of New York on October 24, 1885, and the Pittsburgh and State Line Railway Company, organized on the same date, under the statute of the Commonwealth of Pennsylvania. Articles of merger were entered into with the former on December 14, 1885, and with the latter on March 9, 1887.

The consolidation became effective on March 11, 1887.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Frederick A. Bell,	Buffalo, N. Y.,	November 16, 1891.
Wilson S. Bissell,	Buffalo, N. Y.,	do.
Frederick A. Brown,	No. 20 Nassau street, New York, N. Y.,	do.
Walston H. Brown,	No. 20 Nassau street, New York, N. Y.,	do.
Edward N. Gibbs,	Norwich, Conn.,	do.
R. M. Gummere,	South Bethlehem, Pa.,	do.
Adrian Iselin, Jr.,	No. 36 Wall street, New York, N. Y.,	do.
George H. Lewis,	Buffalo, N. Y.,	do.
Wheeler H. Peckham,	No. 80 Broadway, New York, N. Y.,	do.
Alfred Roosevelt,	No. 33 Wall street, New York, N. Y.,	do.
J. Kennedy Tod,	No. 45 Wall street, New York, N. Y.,	do.
Warren A. Wilbur,	South Bethlehem, Pa.,	do.
Arthur G. Yates,	Rochester, N. Y.	do.

Date of last meeting of stockholders for election of directors: November 17, 1890.

Postoffice address of general office: No. 36, Wall street, New York, N. Y., postoffice box, No. 910, and Rochester, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Arthur G. Yates,	Rochester, N. Y.
Vice President and General Manager,	William A. Baldwin,	Rochester, N. Y.
Secretary and Assistant Treasurer,	John H. Hocart,	No. 36 Wall street, New York, N. Y.
Treasurer and Auditor,	John F. Dinkey,	Rochester, N. Y.
Chief Engineer,	William E. Hoyt,	Rochester, N. Y.
General Solicitor, Attorney or Counsel for New York State,	Henry G. Danforth,	Rochester, N. Y.
General Solicitor, Attorney or Counsel for Pennsylvania,	Charles H. McCauley,	Ridgway, Pa.
General Passenger Agent, General Ticket Agent, General Freight Agent,	Joseph P. Thompson,	Rochester, N. Y.
General Superintendent,	George W. Bartlett,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Buffalo, Rochester and Pittsburgh Railway Company.	Rochester, N. Y.,	Howard Junction, Pa.,	129.50	8.57
	Clarion Junction, Pa.,	Snyder township, Pa.,	38.31	38.31
	Punxsutawney, Pa.,	Walston, Pa.,	2.59	2.59
	Buffalo Creek, N. Y.,	Ashford, N. Y.,	45.25	
Beechtree Mine Line,	Beechtree Junction, Pa.,	Beechtree, Pa.,	4.04	4.04
Eleanora Mine Line,	Big Run, Pa.,	Eleanora, Pa.,	4.94	4.94
Adrian Mine Line,	Elk Run Junction, Pa.,	Adrian, Pa.,	2.58	2.58
Lincoln Park and Charlotte railroad,	Lincoln Park, N. Y.,	Charlotte, N. Y.,	10.89	
Perry railroad,	Silver Lake Junction, Pa.,	Silver Spring, N. Y.,	1.03	
East Buffalo Terminal railway,	Buffalo, N. Y.,	Buffalo, N. Y.,	.10	
Brockwayville and Punxsutawney railroad,	Snyder township, Pa.,	Punxsutawney, Pa.,	25	25
Buffalo Creek railroad.	Buffalo Creek, N. Y.,	Buffalo, N. Y.,	4	
New York, Lake Erie and Western railroad,	Howard Junction, Pa.,	Clarion Junction, Pa.,	36.23	36.23
Total mileage operated,			304.46	122.26

STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.
Rochester and Pittsburgh Coal and Iron Company,	$4,000,000 00	None.
Proprietary Roads.		
Perry Railroad Company,	20,000 00	do.
East Buffalo Terminal Railway Company,	20,000 00	do.
Lincoln Park and Charlotte Railroad Company,	100,000 00	do.
Brockwayville and Punxsutawney Railroad Company,	250,000 00	do.
	$4,390,000 00	
Represented on the company's books by Rochester and Pittsburgh Coal and Iron Company,	$1,003,670 50	

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$16,630,902 23	Capital stock,	$12,000,000 00
Cost of equipment,	3,139,551 23	Funded debt,	8,750,500 00
Stocks of other companies owned,	1,003,670 50	Current liabilities,	810,691 18
Cash and current assets,	979,930 13	Accrued interest on funded debt not yet payable,	98,346 05
		Profit and loss,	94,516 86
Total.	$21,754,054 09	Total,	$21,754,054 09

IMPORTANT CHANGES DURING THE YEAR.

$124,000.00 car trusts were paid off and $225,000.00 of a new series No. 7 issued; $3,000.00 were paid on real estate mortgages; $8,000.00 income bonds were placed in the hands of the trustees, and $4,000.00 first consolidated mortgage bonds put out in their place.

CONTRACTS, AGREEMENTS, ETC.

The American Express Company runs over all lines operated by us, paying one and one-half first-class rates, excepting agreed special rates, and guaranteeing a fixed minimum for the year.

The United States Government pays a specified rate per mile per annum, based on the average weight of mails carried, to wit: Route No. 6102, 109.19 miles, $82.08 per annum per mile; route No. 6127, 121.96 miles, $62.42 per annum per mile; route No. 6130, 49.25 miles, $64.98 per annum per mile; route No. 6097, 1.12 miles, $51.30 per annum per mile; route No. 8178, 3.03 miles, $42.75 per annum per mile.

Allegheny Valley railroad passenger and freight traffic pro rated where over 40 miles on actual mileage, when below 40 miles on agreed arbitraries. New York, Lake Erie and Western railroad for use of 36.23 miles of track by paying interest on one-half cost of the said track, and proportion of expense of maintenance and operating on wheelage basis. Reynoldsville and Falls Creek railroad, Bell, Lewis and Yates Coal Mining Company passenger and freight traffic pro rated on actual mileage, after allowing short line 16 miles minimum. Mining company agrees to ship 500,000 tons per annum. New York Central and Hudson River railroad for use of passenger terminals, Buffalo, N. Y., at agreed rate per coach, proportion of expenses selling tickets, and rent of storage sidings. Rochester and Pittsburgh Coal and Iron Company agrees to ship all its tonnage over the road.

The Western Union Telegraph Company pays railway company one-quarter of total cash receipts, less cable tolls and amounts paid connecting lines, of the offices maintained by the railway company. The telegraph company furnishes all supplies, and the railway company the necessary labor.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	REMARKS.
	From—	To—	Miles.		
First mortgage bonds, Rochester division, . .	Rochester, N. Y., . .	Salamanca, N. Y. . .	108.41	$11,988 19	Railroad franchises, property, real and personal, owned or hereafter acquired by the Rochester and Pittsburgh Railroad Company belonging to said division.
Second mortgage income bonds, Rochester Division. All but eight of these bonds are in the hands of a trustee for cancellation.	Rochester, N. Y., . .	Salamanca, N. Y., . .	108.41	17,249 33	Same terms as the above, and subject to the first mortgage. Interest payable out of net income for the year of said division. Non-cumulative.
First mortgage consolidated bonds, whole road.	Rochester and Buffalo, N. Y.	Walston, Pa., ...	252.21	15,542 63	First lien on all the railroad, etc., of the Rochester and Pittsburgh Railroad Company (except the division from Rochester to Salamanca, on which it is a second lien) and the Brockwayville and Punxsutawney railroad.
General mortgage bonds, ...	Rochester and Buffalo, N. Y.	Walston, Pa., ...	252 21	9,599 14	Second lien on all the railroad, etc., of the Buffalo, Rochester and Pittsburgh Railroad Company, and the Brockwayville and Punxsutawney Railroad Company, excepting the above.
First mortgage bonds, Perry railroad, ...	Silver Lake Junction, N. Y.	Silver Springs, N. Y.,	1.03	19,417 47	Railroad franchises, property, real and personal, owned or hereafter acquired by the Perry railroad. Interest and principal are guaranteed by the Buffalo, Rochester and Pittsburgh Railway Company.
First mortgage bonds, Lincoln Park and Charlotte railroad.	Lincoln Park, N. Y..	Charlotte, N. Y., . .	10.89	32,139 62	Railroad franchises, property real and personal, owned or hereafter acquired by the Lincoln Park and Charlotte Railroad Company. Interest and principal are guaranteed by the Buffalo, Rochester and Pittsburgh Railway Company.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation, based on 313 working days in a year.
General officers	5	$28,600 00	. . . . .
General office clerks	85	77,991 81	$2 93
Station agents	57	35,799 71	2 01
Other station men	79	35,431 02	1 43
Enginemen	83	110,345 78	4 25
Firemen	83	55,115 37	2 12
Conductors	59	60,940 30	3 30
Other trainmen	162	112,114 27	2 21
Machinists	115	82,928 38	2 30
Carpenters	109	81,528 35	2 39
Other shopmen	389	177,155 47	1 45
Section foremen	47	26,400 00	1 79
Other trackmen	223	78,991 54	1 13
Switchmen, flagmen and watchmen	138	86,844 35	2 01
Telegraph operators and dispatchers	60	38,561 50	2 05
All other employes and laborers	136	67,298 58	1 58
Total	1,830	$1,156,046 43	$2 02
Distribution of above:			
General administration	90	$106,591 81	$3 78
Maintenance of way and structures	406	172,690 12	1 36
Maintenance of equipment	613	341,612 20	1 78
Conducting transportation	721	535,152 30	2 37
Total	1,830	$1,156,046 43	$2 02
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	741	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania	. . . .	$457,513 60	$1 97

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	64	34
Number wooden	1	1
Trestles:		
Number	122	20
Aggregate length (feet)	28,245	5,682
Telegraph:		
Miles of line owned by this company	256.52	77.72
Miles of wire owned by this company	72.46	72.46
Miles of line operated by this company	292.75	113.95
Miles of wire operated by this company	467.09	155.06

Gauge of track, ... 4 ft 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger depot, Buffalo, N. Y., belonging to New York Central and Hudson River railroad. Belt road, Buffalo, N. Y., belonging to Buffalo Creek railroad. Passenger depot, Salamanca, N. Y., belonging to New York, Lake Erie and Western railroad. Station-house Carmon Interchange, Pa., belonging to Pennsylvania railroad. Station-house, Falls Creek, Pa., belonging to Allegheny Valley railroad.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Association of General Passenger Agents, United States; Middle States Traffic Association; Buffalo Freight Committee.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road. None.

BUFFALO RUN, BELLEFONTE AND BALD EAGLE RAILROAD COMPANY.

Date of organization: September 21, 1882.

By what authority incorporated: A full and complete history was given in our former report.

Operated by the Buffalo Run, Bellefonte and Ba'd Eagle Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE. ADDRESS.
Philip Collins,	Ebensburg.	P. Gray Meek,	Bellefonte.
James P. Scott,	Philadelphia.	W. H. Crissman,	Bellefonte.
J. K. W. Lanahan,	Hollidaysburg.	A. Loeb,	Bellefonte.
Thos. A. Shoemaker,	Bellefonte.	Jno. L. Kurtz,	Bellefonte.
Jno. G. Love,	Bellefonte	W. H. Hollis,	Philadelphia.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Bellefonte, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jno. Reilly,	110 Bullitt Building, Phila.
Treasurer,	Jno. L. Kurtz,	Bellefonte.
Chief Engineer,	Jno. A. Wilson,	Philadelphia.
General Superintendent,	Thos. A. Shoemaker,	Bellefonte.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Buffalo Run, Bellefonte and Bald Eagle Railroad Company,	Bellefonte,	State College.		27.556

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Six per cent. loan of $600,000.00 secured by first mortgage,	Bellefonte,	State College,	27.556	$12,500 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General office clerks,	3	$1,650 00	$1 71
Station agents,	1	600 00	1 92
Enginemen,	2	2,213 05	3 15
Firemen,	2	1,190 24	1 75
Conductors,	2	1,373 36	2 25
Other trainmen,	5	1,301 43	1 65
Carpenters,	3	1,930 91	2 29
Other shopmen,	1	189 31	1 10
Section foremen,	2	813 35	2 25
Other trackmen,	10	3,397 65	1 10
Switchmen, flagmen and watchmen,	2	768 55	1 18
All other employes and laborers,	....	96 00	31
Total,	36	$16,273 85	$20 57

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? A sinking fund has been created for the payment of the funded debt.

BUSTLETON RAILROAD COMPANY.

Date of organization: December 27, 1890; certificate of organization filed January 7, 1891.

By what authority incorporated: General laws of April 8, 1861.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 2, 1892.
John P. Green,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Henry A. Welsh,	Philadelphia,	do.
William A. Patton	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.
Postoffice address of general office: 233 South Fourth St., Philadelphia.
Postoffice address of operating company: 233 South Fourth St., Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. N. DuBarry	Philadelphia.
Secretary	Albert Hewson	do.
Treasurer	Taber Ashton	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bustleton Railroad Company	Holmesburg Junction.	Bustleton	Pennsylvania Railroad Company.	4.16	4.16
Total mileage				4.16	4.16

Operated by the Pennsylvania Railroad Company, under resolutions of the board of directors of both companies, dated December 27, 1890, and January 14, 1891, for net earnings.

This arrangement beginning January 1, 1891, is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment	$100,000 00	Capital stock	$100,000 00
Profit and loss	3,811 30	Current liabilities	3,811 30
Total	$103,811 30	Total	$103,811 30

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	2	2
Number wooden	2	2
Trestles:		
Number	3	3
Aggregate length (feet)	1,286	1,286
Telegraph:		
Miles of line owned by this company	4.16	4.16
Miles of wire operated by this company	8.32	8.32
Miles of line operated by Pennsylvania Railroad Company, lessee	4.16	4.16
Miles of wire operated by Pennsylvania Railroad Company, lessee	8.32	8.32

Gauge of track, 4 ft. 9 in.

CAMBRIA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: January 13, 1887.
By what authority incorporated: General law, April 4, 1868.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
W. H. Barnes.	Philadelphia,	January, 11, 1892.
John P. Green,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
Vacancy.		

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
	From—	To—			
Cambria and Clearfield Railroad Company.	La Jose,	Brubaker Junction.	Pennsylvania Railroad Company.	9.45	9.45
Branches,				19.73	19.73
Total mileage,				29.18	29.18

Operated by the Pennsylvania Railroad Company, under resolutions of the boards of directors of both companies, for the net earnings. This arrangement is terminable at the option of either party on thirty days' notice, and went into effect September 24, 1888.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$582,721 05	Capital stock.	$600,000 00
Cash and current assets.	290,049 23	Funded debt.	200,000 00
		Current liabilities.	47,962 72
		Profit and loss,	24,807 56
Total.	$872,770 28	Total.	$872,770 28

IMPORTANT CHANGES DURING THE YEAR.

Stock issued,	$200,000 00
Bunds issued,	200,000 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		
	From—	To—	Miles.
First mortgage bonds,	La Jose,	Brubaker Junction,	9.45
Branches,			19.73
			29.18

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF BOAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	16	16
Trestles:		
Number,	1	1
Aggregate length (feet),	44	44
Telegraph:		
Miles of line owned by this company,	15.46	15.46
Miles of wire owned by this company,	15.46	15.46
Miles of line operated by Pennsylvania Railroad Company,	15.46	15.46
Miles of wire operated by Pennsylvania Railroad Company,	15.46	15.46

Gauge of track, ... 4 ft. 9 in.

CATASAUQUA AND FOGELSVILLE RAILROAD COMPANY.

Date of organization: April 5, 1853.
By what authority incorporated: State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Sam'l M. Dickson,	Philadelphia,	1st Monday in November.	1891.
Jas. M. Hodge,	Philadelphia	do.	do.
Dr. C. S. Wurts,	Philadelphia,	do.	do.
John Thomas,	Hockendauqua, Pa.,	do.	do.
B. G. Clarke,	New York, N. Y.,	do.	do.
Daniel Runkel,	Phillipsburg, N. J.,	do.	do.
John T. Knight,	Easton, Pa.,	do.	do.
Leonard Pickett,	Catasauqua, Pa.,	do.	do.
Samuel Thomas,	Catasauqua, Pa.,	do.	do.
W. S. Piling,	Philadelphia, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: November 3, 1890.
Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS

TITLE.	NAME.	ADDRESS.
President.	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	Philadelphia.
Treasurer,	W. A. Church,	Philadelphia.
Comptroller,	Daniel Jones,	Philadelphia.
General Passenger Agent,	C. G. Hancock,	Philadelphia.
General Freight Agent.	B. F. Bail,	Philadelphia.
General Superintendent,	I. A. Sweigard.	Philadelphia.
Division Superintendent,	C. W. Chapman,	Catasauqua, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Catasauqua and Fogelsville railroad,	Catasauqua, Pa.,	Rittenhouse Gap, Pa.,	27.30	27.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$576,700 72	Capital stock,	$426,900 00
Cost of equipment,	135,150 00	Funded debt,	135,000 00
Cash and current assets,	78,800 26	Current liabilities,	16,274 66
Other assets:	2,662 96	Profit and loss,	215,139 28
Sundries,			
Total,	$793,313 94	Total,	$793,313 94

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Registered bonds,	Catasauqua.	Rittenhouse Gap.	27.30	$4,945 05

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Total daily compensation.
General officers,	4	$2,500 00	. . . . .
Station agents,	8	2,292 00	$0 91
Engineman,	2	1,565 00	2 50
Firemen,	2	1,189 40	1 90
Conductors,	2	1,314 60	2 10
Other trainmen,	6	3,036 10	1 58
Machinists,	1	532 10	1 70
Carpenters,	1	622 00	2 00
Section foremen,	10	4,335 05	1 38
Other trackmen,	17	6,789 60	1 28
Switchmen, flagmen and watchmen,	1	375 60	1 20
All other employes and laborers,	6	2,807 50	1 49
Total,	60	$27,358 95	$1 46
Distribution of above:			
General administration,	4	$2,500 00	$2 00
Maintenance of way and structures,	27	11,091 60	1 31
Maintenance and equipment,	2	1,154 10	1 84
Conducting transportation,	27	12,613 25	1 49
Total,	60	$27,358 95	$1 46
Employes in Pennsylvania : All in Pennsylvania.			

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	8	. . . . .
Number iron,	6	. . . . .
Number wooden	3	. . . . .
Number combination,	1	18
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Tel. Co.,	15	. . . . .
Miles of wire operated by Philadelphia, Reading and Pottsville Tel. Co.,	15	. . . . .

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

CATAWISSA RAILROAD COMPANY.

Date of organization : March 21, 1860.

By what authority incorporated : Incorporated as Little Schuylkill and Susquehanna Railroad Company by act of assembly March 30, 1831, name changed to Catawissa. Williamsport and Erie Railroad Company, by act of assembly, March 20, 1849, re-organized by foreclosure of first mortgage, by act of assembly, March 21, 1860, as Catawissa Railroad Company.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Emmor Weaver,	Philadelphia,	May, 1892.
George C. Carson,	do.	do.
Edward S. Buckley,	do.	do.
R. Dale Benson,	do.	do.
John S. Graham,	do.	do.
Francis K. Shipper,	do.	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office : Philadelphia.

Postoffice address of operating company : Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	M. P. Hutchinson,	Philadelphia.
Secretary,	R. M. Elliott,	do.
Treasurer,	M. P. Hutchinson,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Catawissa Railroad Company, including sidings and laterals.	Tamanend, . .	Williamsport,	Philadelphia and Reading Railroad Company.	145.2	145.2

This road was leased to the Philadelphia and Reading Railroad Company, November 1, 1872, for 999 years, at thirty per cent. of the gross receipts, the minimum sum to be not less than $226,000 and maintenance of organization.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers	2	$6,700 00

QUESTIONS FOR GENERAL INFORMATION.

What provisions, if any, has been made by this road for the payment of its funded debt? Assumed by lessees.

CENTRAL RAILROAD COMPANY OF PENNSYLVANIA.

Date of organization: June 24, 1891.

By what authority incorporated: General railroad law and merger acts.

If a consolidated company, name the constituent companies: Consolidated company. Central Pennsylvania Railroad Company, chartered May 11, 1889. Central Pennsylvania Railroad, Eastern Extension, chartered December 11, 1890.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
S. H. Hicks	Philadelphia.	S. B. Morgan	Watsontown.
R. C. Bellville	Philadelphia.	C. D. Berger	Watsontown.
C. M. Clement	Sunbury.	J. A. Riley	New York.
J. I. Higbee	Watsontown.		

Date of last meeting of stockholders for election of directors: June 24, 1891.

Postoffice address of general office: Girard Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	S. H. Hicks	Girard Building, Philadelphia.
Secretary	R. C. Bellville	Girard Building, Philadelphia.
Treasurer		
Chief Engineer	H. E. Richter	Watsontown, Pa.
General Solicitor, Attorney or Counsel	C. M. Clement	Sunbury, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Central Railroad Company of Pennsylvania.	White Deer, ...	Bellefonte and Mill Hall.	60	. . . . .

Line not constructed. Fully surveyed and right of way secured.

CHAMBERSBURG AND GETTYSBURG RAILROAD COMPANY

Date of organization: September 29, 1890.

By what authority incorporated: General railroad act of April 1, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John D. Skiles, ...	Lancaster, Pa., ...	January 5, 1892.
D. McMullen, ...	Lancaster, Pa., ...	do.
S. B. Diller, ...	Lancaster, Pa., ...	do.
C. F. Diller, ...	Lancaster, Pa., ...	do.
C. D. Wood, ...	Brooklyn, New York.	do.
W. H. Male, ...	Brooklyn, New York.	do.

Date of last meeting of stockholders for election of directors: January 5, 1891.

Postoffice address of general office: Lancaster, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Isaac Diller, ...	Lancaster, Pa.
Secretary, ...	Samuel B. Diller, ...	Lancaster, Pa.
Treasurer, ...	W. F. Diller, ...	Lancaster, Pa.
Chief Engineer, ...	S. D. Culbertson, ...	Chambersburg, Pa.
General Solicitor, Attorney or Counsel, .	D. McMullen, ...	Lancaster, Pa.
General Manager, ...	W. B. Parsons, ...	New York.
General Superintendent, ...	E. W. Krauser, ...	Graffenburg, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$148,266 37	Capital stock, ...	$200,000 00
Cost of equipment, ...	4,800 00		
Cash and current assets, ...	46,933 63		
Total, ...	$200,000 00	Total, ...	$200,000 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.	Total yearly compensation.
General officers	3	$9,800 00	
General office clerks	2	1,040 00	$3 33⅓
Enginemen	1	624 00	2 00
Firemen	1	416 00	1 33⅓
Conductors	1		
Machinists	2	624 00	2 00
Section foremen	1	840 00	2 66
Total	10	$13,344 00	
Distribution of above:			
General administration		$13,344 00	
Total		$13,344 00	
Employes in Pennsylvania:			
Total yearly compensation of employes in Pennsylvania		$13,344 00	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	4	4
Number wooden	5	5

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

CHARTIERS RAILWAY COMPANY.

Date of organization: January 2, 1867.

By what authority incorporated: Act of April 8, 1861.

Operated by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 3, 1892.
J. N. DuBarry,	Philadelphia.	do.
John P. Green,	Philadelphia.	do.
Henry D. Welsh,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
J. T. Brooks,	Salem, Ohio.	do.

Date of last meeting of stockholders for election of directors: May 5, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Chartiers railway,	Mansfield, Pa.,	Washington,	Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.	22.76	22.76
Total mileage,				22.76	22.76

Leased to the Pittsburgh, Cincinnati and St. Louis Railway Company, dated December 8, 1871, for ninety-nine years, from January 1, 1872. Lessee to maintain and operate the road and pay net earnings to lessor.

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Waynesburg and Washington Railroad Company,	$98,900 00	7 per ct.	*$16,198 00

STOCKS OWNED.

Waynesburg and Washington Railroad Company (total par value),	$74,150 00
Chartiers Connecting Railway Company (total par value),	21,600 00

*Arrears.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,121,762 17	Capital stock	$645,300 00
Bonds of other companies owned	98,133 00	Funded debt	500,000 00
Stocks of other companies owned	2,251 00	Current liabilities	4,778 75
Cash and current assets	107,999 74	Profit and loss	180,067 16
Total	$1,330,145 91	Total	$1,330,145 91

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Mansfield, Pa.,	Washington,	22.76	$21,968 36

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	2	2
Number iron	27	27
Number wooden	1	1
Tunnels:		
Number	2	2
Maximum length	515	515
Minimum length	286	286
Aggregate length of all tunnels	801	801
Telegraph:		
Miles of line owned by this company	22.80	
Miles of wire owned by this company	22.80	
Miles of line operated by Pittsburgh, Cincinnati, Chicago and St Louis Railway Company	22.80	
Miles of wire operated by Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company	22.80	

Gauge of track, 4 ft. 9 in.

NOTE.—The pole line is owned jointly by Chartiers Railway Company and by the Western Union Telegraph Company, and one wire is owned by the Chartiers Railway Company and operated by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

CHARTIERS RAILWAY COMPANY—PITTSBURGH, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY, LESSEE.

See report of Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company for list of officers, etc., of lessee company.

See report of Chartiers Railway Company for list of officers, etc., of lessor company.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Chartiers railway,	Mansfield, Pa.,	Washington, Pa.,	22.76	22.76
Chartiers Connecting railroad in Washington, Pa.	Terminus of Chartiers railway.	Terminus of W. & W. R. R.	.72	.72
Total mileage operated,			23.48	23.48

CONTRACTS, AGREEMENTS, ETC.

Express—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic, and seventy per cent. of its gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or transportation companies or lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Telegraph companies—The Western Union Telegraph Company pays a fixed rental for telegraph privileges.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$335 16	
General office clerks,	2	462 84	$0 74
Station agents,	13	7,801 25	1 75
Other station men,	11	5,389 10	1 47
Enginemen,	7	8,724 28	3 89
Firemen,	7	4,362 14	1 94
Conductors,	7	7,080 15	3 11
Other trainmen,	21	14,441 15	2 15
Carpenters,	2	1,234 80	2 07
Other shopmen,	1	583 00	1 60
Section foremen,	5	2,700 00	1 48
Other trackmen,	56	20,973 93	1 20
Switchmen, flagmen and watchmen,	8	2,899 92	1 16
Telegraph operators and dispatchers,	3	2,154 00	2 25
Total,	145	$79,201 72	
Distribution of above:			
General administration,	4	$798 00	
Maintenance of way and structures,	61	23,673 93	
Maintenance of equipment,	3	1,877 80	
Conducting transportation,	77	52,851 99	
Total,	145	$79,201 72	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	145		
Total yearly compensation of employes in Pennsylvania,		$79,201 72	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	3
Number iron,	27	27
Number wooden,	1	1
Tunnels:		
Number,	2	2
Maximum length,	515	515
Minimum length,	286	286
Aggregate length of all tunnels,	801	801
Telegraph:		
Miles of wire owned and operated by this company jointly with Western Union Telegraph Company,	22.8	22.8
Miles of wire owned and operated by Western Union Telegraph Company,	237.2	237.2

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? See lessor company's report.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

CHERRY GROVE RAILROAD COMPANY.

Date of organization: November 21, 1884.
By what authority incorporated: Commonwealth of Pennsylvania.
Operated by Tionesta Valley railroad.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Webb Horton.	Middletown, N. Y.	J. F. Schoellkoph, . . .	Buffalo, N. Y.
Jerry Crary, ...	Sheffield, Pa.	C. W. R. Radaker, . .	Sheffield, Pa.
George Horton, ...	Sheffield, Pa.	John McNair.	Sheffield, Pa.
Isaac Horton, ...	Sheffield, Pa.	J. H. Horton, ...	Sheffield, Pa.

Date of last meeting of stockholders for election of directors: January 10, 1891.
Postoffice address of general office: Sheffield, Warren county, Pa.
Postoffice address of operating company: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Vice President, ...	Webb Horton, ...	Middletown, N. Y.
Secretary, ...	Jerry Crary, ...	Sheffield, Pa.
Treasurer, ...	Chas. Sigel, ...	
General Solicitor, Attorney or Counsel, .	C. H. Noyes & Hinkley.	Warren, Pa.
Auditor, ...	A. H. Bailey, ...	Sheffield, Pa.
General Manager, ...	Isaac Horton.	Sheffield, Pa.
General Passenger Agent, ...	George Horton, ...	Sheffield, Pa.
General Ticket Agent, ...		
General Freight Agent, ...		
General Superintendent, ...	Jerry Crary, ...	Sheffield, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road in Pennsylvania.
	From—	To—	
Cherry Grove railroad.	Sheffield, Pa., ...	Garfield, Pa., . . .	11.00

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Leased to the Tionesta Valley railroad at an annual rental of $300.

CHEST CREEK RAILROAD COMPANY.

Date of organization: May 3, 1890.

By what authority incorporated: "An act to authorize the formation and regulation of railroad corporations, approved April 4, A. D. 1868."

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
James Kerr	Clearfield, Pa.	Anthony Hilep	Curwensville, Pa.
A. E. Patton	Curwensville, Pa.	A. W. Lee	Clearfield, Pa.
Wm. H. Dill	Clearfield, Pa.	C. S. Russell	Curwensville, Pa.
Chas. E. Patton	Curwensville, Pa.		

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	John Patton	Curwensville, Pa.
Secretary	C. S. Russell	do.
Treasurer	A. E. Patton	do.

CHESTER CREEK RAILROAD COMPANY.

Date of organization: April 16, 1866.

By what authority incorporated: Special acts, April 16, 1866, April 17, 1867.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company as agent for the Philadelphia and Baltimore Central Railroad Company, lessee.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Eben F. Barker	Philadelphia, 208 South Fourth street,	January 11, 1892.
J. N. DuBarry	Philadelphia, 233 South Fourth street.	do.
Richard Peters	Thurlow, Pa.,	do.
George K. Crozer	Upland, Pa.,	do.
Thos. Appleby	Chester, Pa.,	do.
Amos Gertside	Chester, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: Philadelphia, Wilmington and Baltimore Railroad Company, 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Eben F. Barker,	Philadelphia, 208 South Fourth street.
Secretary,	William Ward,	Chester, Pa.
Treasurer,	Robert W. Smith,	Philadelphia, 233 South Fourth street.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Chester Creek railroad,	Lamokin,	Lenni,	Philadelphia, Wilmington and Baltimore Railroad Company as agent for Philadelphia and Baltimore Central Railroad Company, lessee.	6.69	6.69

The Chester Creek railroad is leased for a term of nine hundred and ninety-nine years to the Philadelphia and Baltimore Central Railroad Company, at an annual rental equal to six per cent. upon $185,000 of the capital stock, and $185,000 of the bonds of the Chester Creek Railroad Company; lessee to pay all taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$457,100 00	Capital stock,	$272,100 00
Cash and current assets,	12,061 50	Funded debt,	185,000 00
		Current liabilities,	12,061 50
Total,	$469,161 50	Total,	$469,161 50

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds for $185,000,	Lamokin,	Lenni	6.69	$27,653 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	6	6
Number wooden,	3	3
Trestles:		
Number,	1	1
Aggregate length (feet),	140	140
Telegraph:		
*Miles of line operated by Philadelphia, Wilmington and Baltimore Railroad Company,	6.69	6.69
Miles of wire operated by Philadelphia, Wilmington and Baltimore Railroad Company,	6.69	6.69
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

CHESTER AND DELAWARE RIVER RAILROAD COMPANY.

Date of organization: October 9, 1871.
By what authority incorporated: State of Pennsylvania.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George DeB. Keim,	Philadelphia.	Second Monday in January, 1892.
A. J. Antelo,	Philadelphia,	do.
H. C. Gibson,	Philadelphia,	do.
Thomas Dolan,	Philadelphia,	do.
James Boyd,	Norristown, Pa.,	do.
George F. Baer,	Reading, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: 227 South Fourth street, Philadelphia.
Postoffice address of operating company: 227 South Fourth street, Philadelphia.

*Belongs to Western Union Telegraph Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	A. A. McLeod, ...	Philadelphia.
Secretary.	Howard Hancock, ...	do.
Treasurer, ...	John Welch, ...	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Chester and Delaware River Railroad Company.	Thurlow, Pa.,	Eddystone, Pa.	Philadelphia and Reading Railroad Company.	4.40	4.40

Operated by the Philadelphia and Reading Railroad Company through control of the capital stock. Operator meets all financial obligations of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$251,981 84	Capital stock, ...	$39,550 00
		Funded debt, ...	12,300 00
		Current liabilities, ...	200,131 84
Total, ...	$251,981 84	Total, ...	$251,981 84

EMPLOYES AND SALARIES.

General officers, 3; total number of employes in Pennsylvania, 3.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	1	. . . . .
Number wooden, ...	3	4
Trestles:		
Number, ...	3	. . . . .
Aggregate length (feet), ...	284	. . . . .

Gauge of track, ... 4 ft. 8½ in.

CHESTNUT HILL RAILROAD COMPANY.

Date of organization: Charter approved April 10, 1848.
By what authority incorporated: Of Pennsylvania (special act).
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. W. Colket,	202 Walnut Place, Philadelphia,	2d Monday in January, 1892.
C. Stewart Patterson,	38 South Third street, Philadelphia,	do.
E. H. Weil,	S. W. cor. Fourth and Chestnut sts., Philad.,	do.
W. S. Wilson,	132 South Third street, Philadelphia,	do.
Lewis Elkin,	242 South Seventh street, Philadelphia,	do.
C. Howard Colket	Not known,	do.
J. Sergeant Price,	709 Walnut street, Philadelphia,	do.
Eli Kirk Price,	709 Walnut street, Philadelphia,	do.
Samuel Y. Heebner,	Summit avenue, Chestnut Hill, Philad.	do.
Charles C. Slifer,	Flourtown, Montgomery county, Pa.,	do.
Charles Schaffer,	1309 Arch street, Philadelphia,	do.
Thomas McKean,	153 Dock street, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: Second Monday in January, 1891.
Postoffice address of general office: 132 South Third street, Philadelphia, Pa.
Postoffice address of operating company: 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. W. Colket,	202 Walnut Place, Philadelphia.
Secretary, Treasurer,	W. W. Stephens.	132 South Third street, Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Chestnut Hill railroad,	Germantown,	Chestnut Hill,	Philadelphia and Reading Railroad Company.	4	4

The Chestnut Hill railroad was leased to the Philadelphia and Reading Railroad Company on December 2, 1870, for a term of 999 years, at an annual rental of $14,478.00, being 12 per cent. on 2,413 shares, at a par value of $50 per share, together with an annual payment of $2,000.00 for the purpose of maintaining the corporate organization of the company. All questions not answered in this report should be returned by the lessees.

GENERAL BALANCE SHEET.

DR.		CR.	
Lands owned (old account),	$15,505 98	Capital stock,	$120,650 00
Road,	105,144 02	Unpaid dividends,	186 00
Cash,	186 00		
Total,	$120,836 00	Total,	$120,836 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers	2	$2,000 00

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

CITY AND PARK RAILROAD COMPANY.

Date of organization: October 19, 1889.
By what authority incorporated: General law of 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
John Lloyd,	Altoona, Pa.	Robert Johnson,	Altoona, Pa.
Theo. H. Wigton,	do.	Geo. Piper,	do.
John Loudon,	do.	S. C. Baker,	do.
W. A. Ambrose,	do.		

Postoffice address of general office: Altoona, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. C. Baker,	Altoona, Pa.
Secretary,	George Piper,	do.
Treasurer,	John Lloyd,	do.
General Solicitor, Attorney or Counsel,	Jos. S. Sillyman,	do.

As we have only graded a portion of our road, that and the engineering expenses covers our operations to June 30, 1891.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
City and Park railroad,	Altoona, Pa.	Highland Park,	2.6	2.6
Total miles operated,			2.6	2.6

CLARION RIVER RAILWAY COMPANY.

Date of organization: December 17, 1889.
By what authority incorporated: General railroad law.
If a consolidated company, name the constituent companies: Not consolidated.
Operated by this company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Hyde,	Ridgway, Pa.,	Second Monday in January, 1892.
J. K. Gardner,	Ridgway, Pa.,	do. do.
W. H. Osterhout,	Ridgway, Pa.,	do. do.
J. K. P. Hall,	Ridgway, Pa.,	do. do.
Andrew Kaul,	St. Mary's, Pa.,	do. do.
H. A. Hall,	St. Mary's, Pa.,	do. do.
Wilson Kistler,	Lock Haven, Pa.,	do. do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Hyde,	Ridgway, Pa.
Vice President,	J. K. Gardner,	Ridgway, Pa.
Secretary,	J. K. P. Hall,	Ridgway, Pa.
Treasurer,	J. K. P. Hall,	Ridgway, Pa.
Chief Engineer,	B. E. Wellendorf,	St. Mary's, Pa.
General Solicitor, Attorney or Counsel,	H. A. Hall,	St. Mary's, Pa.
General Manager,	H. A. Hall,	St. Mary's, Pa.
General Superintendent,	Hiram Carman,	Portland Mills, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Clarion River Railway Company,	Corman Station, Elk co., Pa., on B. R. and P. railway, and Ridgeway and Clearfield railroad.	Hallston, Elk county, Pa., near mouth of Spring creek.	12	12

Only seven miles of this road completed to this date.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$46,572 90	Capital stock	$50,400 00
Cost of equipment	4,205 25	Passenger receipts	378 46
Cash and current assets	188 80	Freight receipts	1,515 40
Other assets:			
General expenses	1,326 91		
Total	$52,293 86	Total	$52,293 86

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

CLEVELAND AND PITTSBURGH RAILROAD COMPANY.

Date of organization: March 14, 1836.

If a consolidated company, name the constituent companies: Not a consolidated company.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. McCullough	Pittsburgh	January, 1892.
B. F. Jones	Pittsburgh	do.
Geo. B. Roberts	Philadelphia	do.
Chas. Lanier	New York, N. Y.	do.
W. C. Egleston	New York, N. Y.	do.
E. F. Ferguson	Cincinnati, O.	do.
J. V. Painter	Cleveland, O.	do.
E. R. Perkins	Cleveland, O.	do.
R. P. Ranney	Cleveland, O.	do.
R. F. Smith	Cleveland, O.	do.
M. A. Hanna	Cleveland, O.	do.
W. W. Holloway	Bridgeport, O.	do.

Date of last meeting of stockholders for election of directors: January 7, 1891.

Postoffice address of general office: Cleveland, O.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	R. F. Smith	Clevelaud, O.
Vice President	J. V. Painter	do.
Secretary and Treasurer	G. A. Ingersoll	do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
Cleveland and Pittsburgh.	Cleveland, O., . . Bayard, O., . . . Rochester, Pa., .	Yellow Creek, . . New Philadelphia, Bellaire, ...	Pennsylvania Company, ...	198.34	15
Total mileage, . . .	. . . . .	. . . . .	. . . . .	198.34	15

Reference made to copy of lease furnished in former reports; in substance the lessee assumes all and several the obligations of the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$14,311,062 94	Capital stock, ...	$11,247,314 36
Cost of equipment, ...	3,640,697 67	Funded debt, ...	6,501,343 63
Cash and current assets, ...	191,848 83	Current liabilities, ...	164,066 14
Other assets:		Accrued interest on funded debt not yet payable, ...	20,416 67
Sinking fund, . . . $1,738,685 73		Lessee betterments, ...	382,982 57
Sundries, materials, 261,210 67		Profit and loss, ... $1,847,779 13	
	1,999,896 39	Less accrued interest, 20,416 67	
			1,827,382 46
Total, ...	$20,143,505 83	Total, ...	$20,143,505 83

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers, ...	2	$8,000 00
New York agent, ...	1	2,000 00
Total, ...	3	$10,000 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Sinking funds and new issues.

CLEVELAND AND PITTSBURGH RAILROAD COMPANY—PENNSYLVANIA COMPANY OPERATING.

OFFICERS OF PENNSYLVANIA COMPANY.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
First Vice President,	James McCrea,	Pittsburgh.
Second Vice President,	J. T. Brooks,	Pittsburgh.
Third Vice President,	Thos. D. Messler,	Pittsburgh.
Fourth Vice President,	John E. Davidson,	Pittsburgh.
Secretary,	S. B. Liggett,	Pittsburgh.
Treasurer,	T. H. B. McKnight,	Pittsburgh.
Assistant Treasurer,	John P. Henderson,	Pittsburgh.
Chief Engineer,	Thos. Rodd,	Pittsburgh.
General Counsel,	J. T. Brooks,	Pittsburgh.
Assistant Counsel,	J. J. Brooks,	Pittsburgh.
Auditor of Freight Receipts,	John M. Lyon,	Pittsburgh.
Auditor of Passenger Receipts,	J. P. Farley,	Pittsburgh.
Auditor of Disbursements,	James Instan,	Pittsburgh.
General Manager,	Joseph Wood,	Pittsburgh.
Comptroller,	John W. Renner,	Pittsburgh.
Assistant Comptroller,	Albert McElevey,	Pittsburgh.
General Passenger and Freight Agent,	E. A. Ford,	Pittsburgh.
Chief Assistant General Passenger Agent,	Frank Van Dusen,	Pittsburgh.
General Freight Agent,	Wm. Stewart,	Pittsburgh.
General Superintendent Transportation,	E. B. Taylor,	Pittsburgh.
General Superintendent,	Chas. Watts,	Pittsburgh.
Division Superintendent,	L. F. Loree,	Wellsville, O.
Purchasing Agent,	Wm. Mullins,	Pittsburgh.
Superintendent of Telegraph,	E. C. Bradley,	Pittsburgh.
General Baggage Agent,	R. R. Bently,	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Cleveland and Pittsburgh railroad.	Rochester, Pa.,	Cleveland, O.,	123.80	14.93
	Yellow Creek, O.,	Bellaire, O.,	43.44	.....
	Bayard, O.,	New Philadelphia, O.,	31.10	.....
*Pittsburgh, Ft. Wayne and Chicago railway,	Rochester, Pa.,	Pittsburgh,	25.64	25.64
Total mileage operated,	.....	.....	223.98	40.57

CONTRACTS, AGREEMENTS, ETC.

Express—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic and seventy per cent of its gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

* Used jointly under trackage rights.

Sleeping, parlor or dining car companies—Pullman's Palace Car Company furnishes its own cars for use over this road, maintaining the same and collecting from passengers 25 cents to $2.50 each for single seat or birth, according to distance, in addition to the regular railroad fare collected by this company.

Freight or transportation companies or lines—The Star Union Line transacts business at current rates, the expense of conducting the same being borne by the roads over which the line operates in proportion of the earnings therefrom of each to the whole; customary rates are also paid for the use of Union Line cars.

Other railroad companies—This company receives rental for a portion of the roadway between Canal Dover, O., and Zoar, O., under contract with the Cleveland and Marietta Railway Company.

Telegraph companies—The Western Union Telegraph Company pays a fixed rental for telegraph privileges. It receives a proportion of the telegraph receipts and pays a proportion of the expenses.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	34	$19,342 67	
Division officers	7	18,180 00	
General office clerks	45	38,874 93	$2 76
Other employes, general office	14	9,341 86	2 01
Station agents	70	39,868 87	1 85
Other station men	261	147,759 92	1 73
Enginemen	100	111,038 92	3 30
Firemen	101	60,888 97	1 83
Conductors	97	90,023 81	3 11
Other trainmen	289	171,636 45	1 96
Machinists	37	29,981 24	2 74
Carpenters	51	30,949 80	2 01
Other shopmen	201	111,085 14	2 00
Section foremen	50	27,870 00	1 76
Other trackmen	379	139,024 80	1 17
Switchmen, flagmen and watchmen	50	25,695 00	1 38
Telegraph operators and dispatchers	84	51,095 94	1 87
All other employes and laborers	259	145,704 24	1 60
Total	2,129	$1,268,362 56	
Distribution of above:			
General administration	100	$85,739 46	
Maintenance of way and structures	429	166,894 80	
Maintenance of equipment	289	172,016 18	
Conducting transportation	1,311	843,712 12	
Total	2,129	$1,268,362 56	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	285		
Total compensation of employes in Pennsylvania		$215,495 39	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	39	4
Number iron,	78	6
Number wooden,	17	. . . . .
Trestles :		
Number,	1	. . . . .
Aggregate length (feet),	27	. . . . .
Tunnels :		
Number,	1	. . . . .
Maximum length (feet),	994½	. . . . .
Aggregate length of all tunnels (feet),	994½	. . . . .
Telegraph :		
Miles of line operated by this company, jointly with Western Union Telegraph Company,	191	15
Miles of wire operated by this company, jointly with Western Union Telegraph Company,	32.1	. . . . .
Miles of wire operated by this company,	433.4	45
Miles of line operated by Western Union Telegraph Company, jointly with this company,	191	15
Miles of wire operated by Western Union Telegraph Company, jointly with this company,	32.1	32.1
Miles of wire owned and operated by Western Union Telegraph Company,	579	60

Gauge of track, ... 4 ft. 9in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Should be reported by the lessor company.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association; Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line; Green Line (for oil traffic).

COAL GLEN RAILROAD COMPANY.

Road has never been built nor any of it commenced.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Robt. P. Linderman. . .	South Bethlehem.	Rollin K. Wilbur, . . .	South Bethlehem.
W. H. Gummere, ...	South Bethlebem.	W. A. Wilbur, ...	South Bethlehem.
Arnon P. Miller, ...	South Bethlehem.	C. F. Smith, ...	Betblehem.
R. M. Gummere, ...	South Bethlehem.	Emil J. Bishop, ...	Bethlehem.
Chas. H. Neisser, ...	Bethlehem.		

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	W. A. Wilbur.	South Bethlehem.

COLEBROOKDALE RAILROAD COMPANY.

Date of organization: March 23, 1865.
By what authority incorporated: Act of March 23, 1865.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. A. McLeod,	Philadelphia,	Third Monday in January, 1892.
H. C. Gibson,	Philadelphia,	do. do.
A. J. Antelo,	Philadelphia.	do. do.
Geo. deB. Keim,	Philadelphia,	do. do.
James Boyd,	Norristown, Pa.,	do. do.
D. B. Boyer,	Boyertown, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 19, 1891.
Postoffice address of general office: 227 South Fourth St., Philadelphia, Pa.
Postoffice address of operating company: 227 South Fourth St., Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph L. Bailey,	Pine Iron Works, Pa.
Secretary,	Howard Hancock,	Philadelphia.
Treasurer,	John Welch,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Colebrookdale railroad,	Pottstown,	Barto,	Philadelphia and Reading Railroad Company.	12.80	12.80

Leased to the Philadelphia and Reading Railroad Company, January 17, 1870, for twenty years from January 1, 1870.

Lessee pays all expense of operating, and to this company as rental, a sum equal to thirty per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$672,341 93	Capital stock,	$297,215 00
Cash and current assets,	83 70	Funded debt,	600,000 00
Profit and loss,	517,064 46	Current liabilities,	289,275 09
		Accrued interest on funded debt not yet payable,	3,000 00
Total,	$1,189,490 09	Total,	$1,189,490 09

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Pottstown,	Barto,	12.80	$46,875 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	3	$240 00
Total,	3	$240 00
Distribution of above:		
General administration,	3	$240 00
Employes in Pennsylvania:		
Total number of employes in Pennsylvania,	3	
Total yearly compensation of employes in Pennsylvania,		$240 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	11	11
Trestles:		
Number,	10	10
Aggregate length (feet),	1,781	1,781

Gauge of track, 4 ft. 8½ in.

COLUMBIA AND PORT DEPOSIT RAILWAY COMPANY.

Date of organization: July 17, 1890.

By what authority incorporated: Washington and Maryland Line Railroad Company, organized May 19, 1857, under the authority of an act of the general assembly of the Commonwealth of Pennsylvania, approved April 12, 1856.

Name changed to Columbia and Maryland Line Railroad Company, under authority of a supplement to the above act, approved March 29, 1860, and of a further supplement to said act approved April 1, 1863.

Name again changed to Columbia and Port Deposit Railroad Company, under authority of an act of the general assembly of the Commonwealth of Pennsylvania, approved April 4, 1864.

Columbia and Port Deposit Railroad Company (of State of Maryland) incorporated by act of general assembly of the State of Maryland, February 20, 1858, chapter 103.

Supplementary act of general assembly of State of Maryland enacted at January session, 1864, chapter 31.

Consolidation of the railroads in Pennsylvania and Maryland, effected June 1, 1864, under the name of Columbia and Port Deposit Railroad Company, by authority of an act of general assembly of Commonwealth of Pennsylvania, April 4, 1864, and act of general assembly of State of Maryland, February 20, 1858, chapter 103.

Columbia and Port Deposit railroad sold under foreclosure of mortgage March 4, 1890, and purchased by George Kugler, who organized two companies, as follows:

May 21, 1890, the Columbia and Port Deposit Railway Company, for the portion of the road in the State of Pennsylvania, under authority of the acts of the general assembly of the Commonwealth of Pennsylvania, approved May 25, 1878, and May 31, 1887.

May 23, 1890, the Port Deposit Railroad Company, for the portion of the road in the State of Maryland, under the provisions of the code of public general laws of the State of Maryland.

The two railroad companies aforesaid, namely, the Columbia and Port Deposit Railway Company of Pennsylvania, and the Port Deposit Railroad Company of Maryland, were consolidated May 29, 1890, under the name, style, and title of the Columbia and Port Deposit Railway Company, under the laws of the Commonwealth of Pennsylvania and the State of Maryland.

The agreement of consolidation and merger being filed in the office of the Secretary of State of Maryland June 21, 1890, and in the office of the Secretary of the Commonwealth of Pennsylvania July 17, 1890.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 2, 1892.
John P. Green,	Philadelphia,	do.
Jacob Tome,	Port Deposit, Md.,	do.
Henry D. Welsh,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
J. N. DuBarry,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: 233 South Fourth street, Philadelphia,

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Wilson.	Philadelphia.
Secretary,	James R. McClure.	do.
Treasurer.	James R. McClure.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Columbia and Port Deposit Railway Company.	Columbia, .	Port Deposit,	Pennsylvania Railroad Company.	39.83	28.97
Philadelphia, Wilmington and Baltimore Railroad Company.	Perryville, .	Port Deposit,	Pennsylvania Railroad Company.	3.70	. . . . .
Total mileage, ...	. . . . .	. . . . .	. . . . .	43.53	28.97

Operating agreement with the Pennsylvania Railroad Company dated July 1, 1890:

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in section number two hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice, given in writing to the other party, of its desire to terminate the same.

Lease from the Philadelphia, Wilmington and Baltimore Railroad Company, dated July 23, 1890, of the railroad now constructed and in use, extending from its point of connection with the Columbia and Port Deposit railway at Port Deposit, to its connection with the main line of the Philadelphia, Wilmington and Baltimore railroad, in the borough of Perryville, Maryland. To have and to hold the said road with its appurtenances unto this company, with full power to use, manage, and operate the same, for the term of one year from and after July 1, 1890, and from year to year thereafter, with the understanding that either party may annul this lease on giving six months' notice to the other in writing of their desire to do so. This company to pay all taxes that may be assessed by law, all operating expenses, and all claims and liabilities arising out of the operations during the continuance of this lease, together with an annual rental of $13,000 to the Philadelphia, Wilmington and Baltimore Railroad Company, to be included in operating expenses.

Trackage contract with the Philadelphia and Baltimore Central Railroad Company, allowing that company the use of the railroad tracks owned by the Columbia and Port Deposit Railway Company, from Octorara Junction to Port Deposit, a distance of about four miles, and the tracks from Port Deposit to Perryville, leased from the Philadelphia, Wilmington and Baltimore Railroad Company, three and seven-tenths miles, for the term of one year from July 1, 1890, and from year to year thereafter, at the option of either party, upon six months' notice in writing by either party of its desire to terminate the same, at a rental of $4,000 per annum, which is to be included in gross earnings.

The portion of railroad from Octorara Junction to Perryville is operated jointly by the Philadelphia and Baltimore Central Railroad Company and the Pennsylvania Railroad Company, agent of the Columbia and Port Deposit Railway Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,403,248 46	Capital stock,	$600,000 00
Cash and current assets,	128,372 32	Funded debt,	1,800,000 00
		Current liabilities,	1,491 41
		Profit and loss,	130,129 37
Total,	$2,531,620 78	Total,	$2,531,620 78

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage.	Columbia,	Port Deposit,	39.83	$45,192 06

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone.	15	14
Number iron,	5	2
Number wooden,	8	6
Telegraph:		
Miles of line owned by this company,	39.83	28.97
Miles of wire owned by this company,	79.66	57.94
*Miles of line operated by Pennsylvania Railroad Company,	44.53	28.97
*Miles of wire operated by Pennsylvania Railroad Company,	89.06	57.94

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

THE CONNECTING RAILWAY COMPANY.

Date of organization: Incorporated April 4, 1863.

By what authority incorporated: Act of April 4, 1863, May 7, 1864, March 14, 1865, April 6, 1867, March 26, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	June 7, 1892.
G. B. Roberts,	Philadelphia,	do.
W. H. Barnes,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia.	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

* 4.7 miles of line and 9.4 miles of wire located in Maryland belongs to Western Union Telegraph Co.

Date of last meeting of stockholders for election of directors: June 9, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Connecting railway,	Frankford Junction.	Mantua.	Pennsylvania Railroad Company.	6.75	6.75

Lease to the Phildelphia and Trenton Railroad Company (which is leased to Pennsylvania Railroad Company), dated January 1, 1868, for 999 years from February 18, 1863. Rental, $139,992.90, which is equivalent to six per cent. on capital stock, six per cent. on outstanding bonds and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,252,248 61	Capital stock,	$1,278,300 00
Cash and current assets,	2,307 45	Funded debt,	991,000 00
		Current liabilities,	985,256 06
Total,	$3,254,556 06	Total,	$3,254,556 06

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Frankford Junc..	Mantua,	6.75	$146,814 81

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

7-11-91

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	7	7
Number iron.	12	12
Telegraph :		
Miles of line owned by this company,	6.75	6.75
Miles of wire owned by this company,	77.86	77.86
Miles of line operated by Pennsylvania Railroad Company, lessee,	12.75	12.75
Miles of wire operated by Pennsylvania Railroad Company, lessee,	77.86	77.86
Six miles of line belongs to Western Union Telegraph Company.		

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

CORNING, COWANESQUE AND ANTRIM RAILWAY COMPANY.

By what authority incorporated: Consolidated.

If a consolidated company, name the constituent companies: Formed by consolidation of the Blossburg and Corning Railroad Company (re-organized March 19, 1854, under general railroad laws of New York), with the Wellsboro' and Lawrenceville Railroad Company.

Operated by the Fall Brook Coal Company.

Date of last meeting of stockholders for election of directors: November 14, 1888.

Postoffice address of general office: Watkins, N. Y.

Postoffice address of operating company: Fall Brook Coal Company, Corning, N. Y.

See report of lessee.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Geo. J. Magee,	Corning, New York.
Vice President,	Daniel Beach,	" "
Secretary,	L. B. Robinson,	" "
Treasurer.	Daniel Beach,	" "

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
Corning, Cowanesque and Antrim railway, .	Corning, N. Y.,	Antrim, Pa., . .	Fall Brook Coal Co.,	53	38
Cowanesque Valley, branch of the above, .	Lawrenceville, Pa., ...	Mills, Pa., . . .	Fall Brook Coal Co.,	33.30	33.30

Contract dated February 13, 1873, subject to termination at any time by the act of both parties, for the possession and operation of the road.

Rental, $150,000.00 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$3,250,090 00	Capital stock, ...	$2,000,000 00
Other permanent investments, . . .	13,868 65	Funded debt.	1,250,000 00
Other assets:		Current liabilities, ...	4,758 69
Sundries, ...	3,269 00	Profit and loss.	12,378 96
Total, ...	$3,267,137 65	Total, ...	$3,267,137 65

IMPORTANT CHANGES DURING THE YEAR.

Extension of Cowanesque Valley Branch from Harrison Valley to Mills, Pa., 1.36 miles.

This is in the nature of a switch to several saw mills, but as it may be regarded as an extension of main track of branch it is so reported and added to the mileage of the Cowanesque Valley Branch. As it was built at the expense of the lessee, the cost of construction is not included in the financial statement of this report.

CORNING, COWANESQUE AND ANTRIM RAILWAY—FALL BROOK COAL COMPANY LESSEE AND OPERATOR.

Date of organization: May 12, 1859.

By what authority incorporated: Special act, pamphlet laws Pennsylvania, 1859, page 745. Supplement, pamphlet laws Pennsylvania, 1865, page 910. Supplement, pamphlet laws Pennsylvania, 1870, page 185. Laws of New York, 1864, Chapter 192. Laws of New York, 1873, Chapter 139.

If a consolidated company, name the constituent companies: Not a consolidated company.

MANAGERS OF THE FALL BROOK COAL COMPANY.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.		
George J. Magee,	Watkins, N. Y.,	November, 1889, or until sueeessor is chosen.		
Daniel C. Howell,	Bath, N. Y.,	do.	do.	do.
Daniel Beach,	Watkins, N. Y.,	do.	do.	do.
John Lang,	Watkins, N. Y.,	do.	do.	do.
Henry Sherwood,	Wellsboro', Pa.,	do.	do.	do.
A. L. Edwards,	New York city, N. Y.,	do.	do.	do.
John Magee,	Watkins, N. Y.,	do.	do.	do.

Date of last meeting of stockholders for election of managers: November 14, 1888.
Postoffice address of general office: Fall Brook Coal Company, Corning, N. Y.

OFFICERS OF THE FALL BROOK COAL COMPANY'S RAILWAYS.

TITLE.	NAME.	ADDRESS.
President,	George J. Magee,	Corning, N. Y.
First Vice President and Treasurer,	John Lang,	do.
Second Vice President and Counsel,	Daniel Beaeh	do.
Secretary and Assistant Treasurer,	John H. Lang,	do.
Chief Engineer,	S. T. Hayt, Jr.,	do.
Auditor,	William Nieholson,	do.
Traffic Manager,	E. F. Kershner,	do.
General Passenger and Ticket Agent,	W. H. Northrop,	do.
Local Freight Agent,	John D. Lawton,	do.
General Superintendent,	George R. Brown,	do.
Assistant Superintendent,	Robert H. Canfield,	do.
Car Aecountant,	J. B. Terbell.	do.
General Baggage Agent,	John Wallace,	do.
Purchasing Agent,	W. H. Chaphe,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Fall Brook Branch,	Blossburg, Pa.,	Fall Brook, Pa.,	7.20	7.20
Corning, Cowanesque and Antrim railway,	Corning, N. Y.,	Antrim, Pa.,	53	38
Cowanesque Valley Branch,	Lawrenceville, Pa.	Mills, Pa.,	33.30	33.30
Total mileage operated,			93.50	78.50

CONTRACTS, AGREEMENTS, ETC.

American Express Company. Cars furnished and maintained by the Fall Brook Coal Company. Express company pays first-class rates on all merchandise and one-half of receipts on packages.

United States Government compensation fixed at $3,886.13 per annum on main line; $2,451.49 per annum on Cowanesque Valley branch, and $331.31 per annum on Fall Brook branch.

The Red Line, Blue Line, White Line, Nickel Plate Line, Merchants' Despatch Line, Inter-State Line, West Shore and Hoosac Tunnel Lines, South West Despatch Line and Commercial Express Line all run over the road. Cars are furnished by the several lines at regular mileage rates. No preference given.

Tioga Railroad Company trackage agreement from Lawrenceville, Pa., to Corning, N. Y.

Western Union Telegraph Company agreement for use of line for which they pay one-half of gross receipts.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	11	$14,000 00	
General office clerks	39	16,469 87	$1 34
Station agents	22	9,865 80	1 43
Other station men	17	5,749 27	1 38
Enginemen	26	29,287 36	3 67
Firemen	28	16,916 20	1 94
Conductors	24	16,298 10	2 15
Other trainmen	62	28,559 02	1 50
Machinists	35	24,987 60	2 28
Carpenters	30	18,892 76	2 13
Other shopmen	12	6,428 19	1 68
Section foremen	18	9,496 20	1 70
Other trackmen	141	54,630 45	1 25
Switchmen, flagmen and watchmen	16	8,626 74	1 71
Telegraph operators and dispatchers	12	4,829 60	1 40
All other employes and laborers	45	9,610 73	1 30
Total	538	$274,638 79	
Distribution of above:			
General administration	50	$30,460 87	$1 94
Maintenance of way and structures	203	88,318 03	1 38
Maintenance of equipment	80	36,798 80	1 06
Conducting transportation	205	119,061 09	1 85
Total	538	$274,638 79	
Employes in Pennsylvania:			
Total yearly compensation of employes in Pennsylvania		$230,579 08	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	70	51
Number wooden	27	27
Number combination	2	2
Trestles:		
Number	31	31
Aggregate length	1,716	1,716
Telegraph:		
Miles of line operated by this company	53	38
Miles of wire operated by this company	106	76
Miles of line operated by Pennsylvania Telephone and Telegraph Company	34	34
Miles of wire operated by Pennsylvania Telephone and Telegraph Company	34	34

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Reported by the Corning, Cowanesque and Antrim Railway Company.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: The Red Line, Blue Line, White Line, Nickel Plate Line, Merchants' Despatch Line, Inter-State Line, West Shore Hoosac Tunnel Line, South West Despatch Line and Commercial Express Line.

CORNWALL RAILROAD COMPANY.

Date of organization: May 25, 1850.
By what authority incorporated: General railroad laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. C. Freeman,	Cornwall, Pa.,	Second Monday in January, 1892.
E. C. Freeman,	Cornwall, Pa.,	do. do.
R. Percy Alden,	Cornwall, Pa.,	do. do.
J. P. Jackson,	Cornwall, Pa.,	do. do.
D. S. Hammond,	Lebanon, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: Lebanon, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. C. Freeman,	Cornwall, Pa.
Vice President,	R. Percy Alden,	Cornwall, Pa.
Secretary,	J. P. Jackson,	Cornwall, Pa.
Treasurer,	D. S. Hammond,	Lebanon, Pa.
General Solicitor. Attorney or Counsel.	H. C. Shirk.	Lebanon, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Cornwall railroad,	Lebanon, Pa.,	Mount Hope, Pa.,	12.67	12.67
Second main track,			3.00	3.00
Yards, sidings and spurs,			12.71	12.71
Total mileage operated.			28.38	28.38

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$677,734 00	Capital stock.	$400,000 00
Cost of equipment,	189,277 51	Current liabilities,	62,143 00
Lands owned.	44,319 10	Profit and loss,	470,967 79
Cash and current assets,	21,780 18		
Total,	$933,110 79	Total.	$933,110 79

CONTRACTS, AGREEMENTS, ETC.

United States Express Company—The Cornwall Railroad Company receives ten cents per 100 pounds for through and twenty cents per 100 pounds for local express matter carried over this road.

Mail carried between Lebanon and Cornwall for an annual compensation of $271.88, payable quarterly.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	$3,958 34	. . . . .
General office clerks,	2	983 34	$1 60
Station agents and operators,	5	2,237 37	1 43
Enginemen,	5	4 178 55	2 67
Firemen,	5	2,801 35	1 79
Conductors,	5	3,464 75	2 15
Other trainmen,	12	6,610 56	1 76
Machinists,	3	3,754 40	2 93
Carpenters,	2	1,252 00	2 00
Other shopmen,	9	3,724 90	1 32
Section foremen,	5	3,000 00	1 90
Other trackmen,	18	7,163 84	1 26
Switchmen, flagmen and watchmen,	6	2,304 00	1 23
Dispatchers,	3	2,160 00	2 30
Total,	84	$47,593 40	. . . . .
Distribution of above:			
General administration.	6	$4,941 68	. . . . .
Maintenance of way and structures,	23	10,163 84	. . . . .
Maintenance of equipment.	14	8,731 30	. . . . .
Conducting transportation.	41	23,756 58	. . . . .
Total,	84	$47,593 40	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	84	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . . .	$47,593 40	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	8	8
Number iron,	13	13
Number wooden.	4	4
Telegraph:		
Miles of line owned by this company,	14	14
Miles of wire owned by this company.	14	14

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Lebanon station, property of Philadelphia and Reading Railroad Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight taffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

CORNWALL AND LEBANON RAILROAD COMPANY.

Date of organization: February 28, 1882.

By what authority incorporated: Laws of Pennsylvania, act of April 4, 1868, and its supplements.

If a consolidated company, name the constituent companies: Colebrook Valley Railroad Company, chartered January, 1881. Cornwall and Lebanon Railroad Company, chartered February 28, 1882. Lebanon Belt Railway Company, chartered March 21, 1889.

DIRECTORS

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Grant Weidman,	Lebanon,	January, 1892.
John Meilly,	do.	do.
C. Sherk,	do.	do.
J. H. Redsecker,	do.	do.
A. Hess,	do.	do.
Geo. D. Rise,	do.	do.
C. W. Few,	do.	do.

Date of last meeting of stockholders for election of directors: January 5, 1891.

Postoffice address of general office: Lebanon, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Robt. H. Coleman,	Lebanon.
Secretary,	George D. Rise,	do.
Treasurer,	Allen D. Hoffer,	do.
Chief Engineer,	T. R. Crowell,	do.
General Solicitor, Attorney or Counsel,	Grant Weidman,	do.
General Passenger Agent,	R. B. Gordon,	do.
General Freight Agent,	R. B. Gordon,	do.
General Superintendent,	Ned Irish,	do.
Superintendent of Telegraph,	E. W. Ash.	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Cornwall and Lebanon Railroad Company.	Conewago,	Lebanon,	21.66	21.66
	Cornwall,	Ore Bank,	1.17	1.17
	Lebanon,	North Lebanon,	.34	.34
	Lebanon,	East Lebanon,	.95	.95
Total mileage operated,			24.12	24.12

GENERAL BALANCE SHEET

DR.		CR.	
Cost of road,	$1,350,761 42	Capital stock,	$800,000 00
Cost of equipment,	177,655 03	Funded debt,	800,000 00
Lands owned,	36,000 00	Profit and loss,	75,237 82
Cash and current assets,	110,821 37		
Total,	$1,675,237 82	Total,	$1,675,237 82

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	$4,881 67	. . . . .
General office clerks,	4	3,006 29	$2 39
Station agents,	6	3,212 46	1 92
Other station men,	19	6,804 29	1 31
Enginemen,	8	7,288 27	2 69
Firemen,	8	4,934 07	1 73
Conductors,	7	5,245 40	2 10
Other trainmen,	22	10,067 94	1 79
Machinists,	4	2,966 33	2 34
Carpenters,	2	984 95	1 69
Other shopmen,	27	10,551 32	1 34
Section foremen,	7	4,532 90	2 03
Other trackmen,	54	17,560 57	1 38
Switchmen, flagmen and watchmen,	7	2,526 20	1 17
Telegraph operators and dispatchers,	9	4,814 04	1 66
All other employes and laborers,	6	305 70	3 00
Total,	194	$89,682 40	$1 72
Distribution of above:			
General administration,	8	$7,887 96	$3 45
Maintenance of way and structures,	67	22,710 99	1 51
Maintenance of equipment,	12	6,514 02	1 80
Conducting transportation,	107	52,569 43	1 66
Total,	194	$89,682 40	$1 72
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	194	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,		$89,682 40	$1 72

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF LINE.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	23	23
Number wooden,	2	2
Trestles:		
Number,	2	2
Aggregate length (feet),	308	308
Telegraph:		
Miles of line owned by this company,	22	22
Miles of wire owned by this company,	38	38
Miles of line operated by this company,	22	22
Miles of wire operated by this company,	38	38

Gauge of track, ... 4 ft. 8½ in.

CONFLUENCE AND OAKLAND RAILROAD COMPANY.

Date of organization: April 2, 1890.

If a consolidated company, name the constituent companies: Confluence and State Line Railroad Company; State Line and Oakland Railway Company. Merged April 2, 1890, under the name of the Confluence and Oakland Railroad Company.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. M. King	Philadelphia, Pa.	Second Monday in January, 1892.
John K. Cowen	Baltimore, Md.	do.
E. J. Cross	Baltimore, Md.	do.
Geo. W. Haulenhack	Baltimore, Md.	do.
J. Bayard Henry	Philadelphia, Pa.	do.
Joseph N. Crawford	Philadelphia, Pa.	do.
Edward D. Toland	Philadelphia, Pa.	do.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thos. M. King	Philadelphia, Pa.
Secretary (acting,)	J. B. Washington	Pittsburgh, Pa.
Treasurer	W. H. Ijams	Baltimore, Md.
Auditor	W. T. Thelin	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Confluence and Oakland Railroad Company.	Confluence and Oakland Junc., Pa.	Manor Lands, Md.	Baltimore and Ohio Railroad Co.	19.70	12.80

The Confluenc and Oakland Railroad was leased to the Baltimore and Ohio Railroad Company by indenture, dated May 1, 1890, for the term of 999 years from November 1, 1889.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$230,053 13	Capital stock	$200,000 00
Profit and loss	185,083 09	Funded debt	200,000 00
		Current liabilities	15,136 22
Total	$415,136 22	Total	$415,136 22

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bond, ...	Confluence and Oakland Junction, Pa.	Manor Land, Pa., . .	19.70	$16,666 66

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Station agents, ...	2	. . . . .	$1 50
Enginemen, ...	1	. . . . .	1 59
Firemen, ...	1	. . . . .	80
Other shopmen, ...	1	. . . . .	1 50
Section foremen, ...	3	. . . . .	1 35
Other trackmen.	12	. . . . .	1 10
Telegraph operators and dispatchers, ...	2	. . . . .	1 50
All other employes and laborers, ...	1	. . . . .	81
Total, ...	23	. . . . .	. . . . .
Distribution of above:			
Maintenance of way and structures, ...	15	. . . . .	. . . . .
Maintenance of equipment, ...	1	. . . . .	. . . . .
Conducting transportation, ...	7	. . . . .	. . . . .
Total, ...	23	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden, ...	2
Trestles:	
Number, ...	9
Aggregate length (feet), ...	1,627
Telegraph:	
Miles of line operated by Western Union Telegraph Company, . .	40
Gauge of track, ...	4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

COUDERSPORT, GALETON AND ANSONIA RAILROAD COMPANY.

By what authority incorporated: General law.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. L. Knox	Coudersport	February 10, 1892.
Jno. Ormrod	Coudersport	do.
M. A. Pinny	Coudersport	do.
B. A. McClure	Coudersport	do.
F. H. Arnold	Coudersport	do.
M. S. Thompson	Coudersport	do.
A. B. Mann	Coudersport	do.
M. E. Olmsted	Harrisburg	do.

Date of last meeting of stockholders for election of directors: July 10, 1891.
Postoffice address of general office: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	F. W. Knox	Coudersport, Pa.
Vice President	J. L. Knox	do.
Secretary	A. B. Mann	do.
Treasurer	W. K. Jones	do.
Chief Engineer	B. A. McClure	do.

Road not built.

COUDERSPORT, HORNELLSVILLE AND LACKAWANNA RAILROAD COMPANY.

Date of organization: October 20, 1888.

By what authority incorporated: Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. B. Crowell	Gold, Pa.	Ninety-nine years.
Thos. Coulston	Genesee Forks, Pa.	do.
P. A. Stibbins	Coudersport, Pa.	do.
William Dent	Brookland, Pa.	do.
W. B. Perkins	Newfield, Pa.	do.
F. A. Raymond	Gold, Pa.	do.
Amos Raymond	Gold, Pa.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Coudersport, Potter county, Pa.
Road not operated.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	N. J. Peck,	Coudersport, Pa.
Secretary,	C. L. Peck,	do.
Treasurer,	Henry J. Olmsted,	do.
Chief Engineer,	C. H. Wickham.	

STOCKS OWNED.

D. C. Larrabee estate,	$6,000 00
W. I. Lewis,	5,000 00
A. B. Crowell,	6,000 00
C. H. Armstrong & Co.,	6,000 00
P. A. Stebbins,	5,000 00
C. L. Peck,	5,000 00
Cobb Brothers,	5,000 00
W. B. Perking,	5,000 00
N. J. Peck,	5,000 00
A. Carpenter,	5,000 00
W. J. Grover,	5,000 00
Thos. Coulston,	5,000 00
D. L. Raymond,	5,000 00
Amos Raymond,	5,000 00
F. A. Raymond,	5,000 00
W. B. Cutler,	5,000 00
A. F. Raymond,	5,000 00
Thos. G. Hull,	6,000 00
Wm. Dent,	6,000 00
H. J. Olmsted,	5,000 00
W. A. Crosby,	5,000 00
Total,	$110,000 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for its funded debt? Has no debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

COUDERSPORT AND PINE CREEK RAILROAD COMPANY.

Date of organization: January 12, 1890.

By what authority incorporated: Common law.

If a consolidated company, name the constituent companies: Leased to Coudersport and Port Allegany Railroad Company.

Operated by the Coudersport and Port Allegany railroad, lessees.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERMS.
J. L. Knox	Coudersport, Pa.	January 10, 1892.
A. G. Olmsted	Coudersport, Pa.	do.
I. Benson	Coudersport, Pa.	do.
R. L. Nichols	Coudersport, Pa.	do.
B. D. Hamlin	Coudersport, Pa.	do
F. H. Root	Coudersport, Pa.	do.
B. A. McClure	Coudersport, Pa.	do.
M. E. Olmsted	Harrisburg, Pa.	do.

Date of last meeting of stockholders for election of directors: January 10, 1891.

Postoffice address of general office: Coudersport.

Postoffice address of operating company: Coudersport and Port Allegany Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	F. W. Knox	Coudersport, Pa.
Vice President	F. H. Root	Buffalo.
Secretary	A. B. Mann	Coudersport, Pa.
Treasurer	W. K. Jones	Coudersport, Pa.
Chief Engineer	B. A. McClure	Coudersport, Pa.
General Passenger Agent	B. A. McClure	Coudersport, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Coudersport and Pine Creek Railroad Company.	Coudersport	Sweden Valley	5	5

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Leased to Coudersport and Port Allegany railroad on guarantee of six per cent. on capital stock.

CONTRACTS, AGREEMENTS, ETC.

The Coudersport and Port Allegheny Railroad Company guarantee six per cent on capital stock of the company. The company keeps no accounts.

COUDERSPORT AND PORT ALLEGANY.

By what authority incorporated: Common law.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. G. Olmsted,	Coudersport, Pa.,	January 12, 1892.
J. L. Knox,	Coudersport, Pa.,	do.
I. Benson,	Coudersport, Pa.,	do.
R. L. Nichols,	Coudersport, Pa.,	do.
B. D. Hamlin,	Smethport, Pa.,	do.
F. H. Arnold,	Port Allegany, Pa.,	do.
F. H. Root,	Buffalo, N. Y.,	do.
C. S. Cary,	Olean, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	F. W. Knox,	Coudersport, Pa.
Vice President,	C. S. Cary,	Olean, N. Y.
Secretary,	A. B. Mann,	Coudersport, Pa.
Treasurer,	W. K. Jones,	Coudersport, Pa.
Chief Engineer, General Ticket Agent, General Freight Agent, General Superintendent,	B. A. McClure,	Coudersport, Pa.

PROPERTY OPERATED

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Coudersport and Port Allegany,	Coudersport,	Port Allegany,	17	17

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$202,518 00	Capital stock,	$174,000 00
Cost of equiment,	50,900 00	Funded debt,	75,000 00
		Profit and loss,	4,468 00
Total,	$253,464 00	Total,	$253,468 00

IMPORTANT CHANGES DURING THE YEAR.

Leased to the Coudersport and Pine Creek railroad for two years, at 6 per cent. on capital stock.

Also issued $24,000.00 additional stock to replace earnings spent for construction in past.

CONTRACTS, AGREEMENTS, ETC.

American Express Company pays one and one-half first class freight rates on all express goods.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Coudersport and Port Allegany, . . .	Coudersport, ...	Port Allegany, . . .	17	$4,400 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$2,000 00	. . . . .
Station agents,	6	3,120 00	$2 00
Other station men,	3	420 00	1 35
Enginemen,	3	2,560 00	3 00
Firemen,	3	1,320 00	1 65
Conductors,	2	1,620 00	2 25
Other trainmen,	4	1,080 00	1 50
Section foremen,	3	1,200 00	1 60
Other trackmen,	12	800 00	1 37
Total,	37	$12,120 00	$14 72
Distribution of above:			
General administration,	1	. . . . .	. . . . .
Maintenance of way and structures,	15	. . . . .	. . . . .
Conducting transportation,	22	. . . . .	. . . . .
Total,	38	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	3	3
Trestles:		
Number,	2	2
Aggregate length,	210	210
Telegraph:		
Miles of line owned by this company,	17	17
Miles of wire owned by this company,	17	17
Miles of line operated by this company,	22	22
Miles of wire operated by this company,	22	22
Gauge of track,		4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Road bonded.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

COUDERSPORT AND WEST BRANCH RAILROAD COMPANY

Date of organization: September 3, 1889.

By what authority incorporated: Act of general assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

NAMS.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
P. A. Stebbins,	Coudersport, Pa.	Frank A. Raymond,	Coudersport, Pa.
W. B. Cutler,	Westfield, Pa.	C. H. Armstrong,	Coudersport, Pa.
Thos. Coulston,	Genesee Forks, Pa.	Alva Carpenter,	Newfield, Pa.
W. J. Grover,	Newfield, Pa.		

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Coudersport, Potter county, Pa.

Road not operated.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	N. J. Peck,	Coudersport, Pa.
Secretary,	C. L. Peck,	do.
Treasurer,	A. B. Crowell,	do.
Chief Engineer,	C. H. Wickham.	

STOCKS OWNED.

C. L. Peck,	$5,000 00
A. H. Cobb,	5,000 00
A. F. Raymond,	5,000 00
A. B. Crowell,	5,000 00
L. H. Cobb,	5,000 00
Amos Raymond,	5,000 00
Thos. Coulston,	5,000 00
N. J. Peck,	5,000 00
W. B. Cutler,	5,000 00
W. J. Grover,	5,000 00
A. Carpenter,	5,000 00
W. B. Perkins,	5,000 00
Geo. H. Cobb,	5,000 00
P. A. Stebbins,	5,000 00
F. A. Raymond,	5,000 00
O. T. Ellison,	5,000 00
C. H. Armstrong,	5,000 00
Total,	$85,000 00

8-11-91.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Has no debt.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

CRESSON AND CLEARFIELD COUNTY AND NEW YORK SHORT ROUTE RAILROAD COMPANY.

Date of organization: December 19, 1882.

By what authority incorporated: Under the general railroad laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Chas. E. Pugh,	Philadelphia.	W. P. Smith,	Hollidaysburg, Pa.
Geo. T. Bliss,	New York, N. Y.	P. W. Snyder,	Hollidaysburg, Pa.
John P. Levan,	Altoona, Pa.	J. W. Curry,	Altoona, Pa.
O. W. Gardner,	Hollidaysburg, Pa.	Samuel Hegarty,	Coalport, Pa.
Martin Bell, Jr.,	Hollidaysburg, Pa.	Jos. M. Duell,	New York, N. Y.
James Condron,	Hollidaysburg, Pa.	W. W. Rudisill,	Altoona, Pa.

Postoffice address of general office: Altoona, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. S. Morrow,	Hollidaysburg, Pa.
Vice President,	Geo. T. Bliss,	New York, N. Y.
Secretary,	H. A. Gardner,	Hollidaysburg, Pa.
Treasurer,	H. A. Gardner,	Hollidaysburg, Pa.
General Manager,	W. P. Rathbun,	Cresson, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line,	Cresson, Pa.,	Irvona, Pa.,	27.05	27.05
Stevens' Branch,	Condron,	Richland Mines,	1.60	1.60
Hegarty Branch,	Coalport.	Hegarty's Mines,	.62	.62
Total mileage operated,			29.27	29.27

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,819,902 19	Capital stock,	$1,000,000 00
Cost of equipment,	29,939 77	Funded debt,	840,000 00
Lands owned,	15,200 00	Current liabilities,	53,110 66
Cash and current assets,	57,194 52	Accrued interest on funded debt not yet payable,	9,750 00
		Profit and loss,	19,375 82
Total,	$1,922,236 48	Total,	$1,922,236 48

IMPORTANT CHANGES DURING THE YEAR.

Branch sixty-two miles from main line at Coalport to Hegarty Mines.

CONTRACTS, AGREEMENTS, ETC.

Pro rata contract with Adams Express Company. Pro rata contract with Pennsylvania Railroad Company. Mail carried on route No. 8168 at $42.75 per mile.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage gold bonds,	Cresson,	Irvona,	27.05	$25,000 00	Freight cars.
	Condron,	Richland Mines,	1.06		
	Coalport,	Hegarty Mines,	.62		

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$2,500 00	
General office clerks,	4	3,060 00	
Station agents,	4	2,280 00	$1 58
Enginemen,	4	3,780 00	2 62
Firemen,	4	1,920 00	1 33
Conductors,	4	3,480 00	2 42
Other trainmen,	11	5,280 00	1 33
Other shopmen,	1	624 00	2 00
Section foremen,	5	2,700 00	1 50
Other trackmen,	30	11,250 00	1 25
Telegraph operators and dispatchers,	1	1,080 00	
All other employes and laborers,	2	1,770 00	
Total,	71	$39,724 00	
Distribution of above:			
General administration,	1	$2,500 00	
Maintenance of way and structures,	37	15,720 00	
Maintenance of equipment,	1	624 00	
Conducting transportation,	32	20,880 00	
Total,	71	$39,724 00	

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron,	1
Number wooden,	2
Number combination,	16
Telegraph:	
Miles of line owned by this company,	27.05
Miles of wire owned by this company,	27.05
Miles of line operated by this company,	25
Miles of wire operated by this company,	25
Gauge of track,	4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? From earnings.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: June 27, 1835. Act of incorporation by Legislature of Pennsylvania April 2, 1831.

By what authority incorporated? Laws of Pennsylvania: Act, April 2, 1831; supplemental acts, April 15, 1835, February 18, 1836, February 21, 1836, March 17 and 31, 1836, April 14, 1838, April 14, 1845, April 10 and 21, 1846, February 15, 1848, March 7, 1849, April 15, 1851, May 4, 1852, April 1, 1856, March 30, 1858, May 1, 1861, March 22, 1865.

If a consolidated company, name the constituent companies: The Franklin Railroad Company was consolidated with the Cumberland Valley Railroad Company, June 1, 1865, by merger under act of the Pennsylvania Legislature May 16, 1861.

The Franklin Railroad Company was incorporated by act of the Pennsylvania Legislature, March 12, 1832. Supplemental acts, June 13, 1836, April 1, 1852, January 28 and March 17, 1853, April 9, 1856, May 12, 1857, February 2, 1859. Also by acts of the Maryland Legislature, January 16, 1837. Supplemental acts, May 12, 1853, March 6, 1856, May 12, 1857, and April 4, 1870.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	October 5, 1891.
John Stewart,	Chambersburg, Pa.,	do.
Wistar Morris,	Philadelphia, Pa.,	do.
George B. Roberts,	Philadelphia, Pa.,	do.
J. N. DuBarry,	Philadelphia, Pa.,	do.
John P. Green,	Philadelphia, Pa.,	do.
H. H. Houston,	Philadelphia, Pa.,	do.
A. J. Cassatt,	Haverford, Pa.,	do.
W. W. Jennings,	Harrisburg, Pa.,	do.
J. Herman Bosler,	Carlisle, Pa.,	do.
Edward B. Watts,	Carlisle, Pa.,	do.

Date of last meeting of stockholders for election of directors: October 6, 1890.
Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Vice President,	John Stewart,	Chambersburg, Pa.
Secretary,	W. M. Biddle,	Chambersburg, Pa.
Treasurer,	W. M. Biddle,	Chambersburg, Pa.
Chief Engineer,	Chauncey Ives,	Chambersburg, Pa.
Auditor,	W. L. Ritchey,	Chambersburg, Pa.
General Passenger Agent,	H. A. Riddle,	Chambersburg, Pa.
General Freight Agent,	A. L. Langdon,	Harrisburg, Pa.
General Superintendent,	J. F. Boyd,	Chambersburg, Pa.
General Baggage Agent,	H. A. Riddle,	Chambersburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Cumberland Valley railroad,	Harrisburg,	W. Va. State Line,	82.18	68.20
Dillsburg and Mechanicsburg railroad,	Junc. with C. V. R. R.,	Dillsburg, Pa.,	7.70	7.70
South Pennsylvania Railway and Mining Company,	Junc. with C. V. R. R.,	Mercersburg, Pa.,	13.60	21.40
South Penn ylvania Railway and Mining Company,	Mercersburg Junction,	Richmond, Pa.,	7.80	
Cumberland Valley and Martinsburg railroad,	W. Va. State Line,	Winchester, Va.	33.65	
Total,			144.93	97.30

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Southern Pennsylvania Iron and Railroad Company, 525,	$525,000 00	7 per cent.	
Southern Pennsylvania Iron and Railroad Company, 168,	16,800 00	7 per cent.	
Dillsburg and Mechanicsburg railroad, 100,	100,000 00	6 per cent.	$12,000 00
Mont Alto railroad, 110,	110,000 00	7 per cent.	
Gettysburg and Harrisburg railroad, 12,	12,000 00	6 per cent.	1,100 00
Gettysburg and Harrisburg railroad, 12,	6,000 00	6 per cent.	550 00
Shenandoah Valley railroad, receiver's certificates, 4,	4,000 00	6 per cent.	526 00
Total,	$773,800 00		$14,176 00

STOCKS OWNED.

Southern Pennsylvania Railway and Mining Company, 8,000,	$400,000 00
Carlisle Manufacturing Company, 62½,	6,250 00
Dillsburg and Mechanicsburg Railroad Company, 914,	45,700 00
Mont Alto Railroad Company, 2,267,	56,675 00
Cumberland Valley and Martinsburg railroad, 4,409,	440,900 00
Total,	$949,525 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,042,428 72	Capital stock,	$1,777,850 00
Bonds of other companies owned,	222,300 00	Funded debt,	270,500 00
Stocks of other companies owned,	346,934 33	Current liabilities,	103,324 11
Cash and current assets,	334,229 47	Profit and loss,	801,077 84
Other assets:			
Sinking Fund,	6,859 43		
Total,	$2,952,751 95	Total,	$2,952,751 95

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company. Railroad company furnishes motive power and cars, for which the express company pays forty per cent. of its receipts.

United States Government for the transportation of mail in cars owned by the railroad company on the following terms, July 1, 1889, to July 1, 1893: Harrisburg to Martinsburg, W. Va., $139.37 per mile per annum; Martinsburg, W. Va., to Winchester, Va., $77.81 per mile per annum; Mechanicsburg, Pa., to Dillsburg, Pa., $47.88 per mile per annum; South Penn. Junction to Richmand, Pa., $74.39 per mile per annum; Mercersburg Junction to Mercersburg, $76.10 per mile per annum.

Connecting railroads for the mutual interchange of traffic, settlement for which is made monthly upon the basis of distance carried.

Western Union Telegraph Company. At several stations through which the telegraph line passes, the railroad company furnishes office room and facilities and receives one-half the telegraph company's receipts.

The branch lines of the Cumberland Valley Railroad Company are operated by the latter under lease as part of its system, upon the terms that the receipts from operation shall first be applied to the cost of maintaining, keeping and perpetuating the properties and the equipment used thereon, and all expenses of operating the same, including taxes, insurance, etc. The net revenue, if any, to be paid over to the lessor companies.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage	Harrisburg,	Chambersburg,	52	$3,096 15
Second mortgage,	Harrisburg,	Chambersburg,	52	2,105 77

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	5	$16,000 00	. . . . .
General office clerks,	12	9,360 00	$2 50
Station agents,	19	20,155 20	3 40
Other station men,	154	69,669 60	1 45
Enginemen,	28	30,488 64	3 49
Firemen,	29	16,195 92	1 79
Conductors,	28	24,722 88	2 83
Other trainmen,	65	34,881 60	1 72
Machinists,	27	18,954 00	2 25
Carpenters,	46	28,273 44	1 97
Other shopmen,	109	51,352 08	1 51
Section foremen,	29	14,460 00	1 60
Other trackmen,	227	84,988 80	1 20
Switchmen, flagmen and watchmen,	27	10,108 80	1 20
Telegraph dispatchers,	3	3,480 00	3 72
All other employes and laborers,	41	15,094 56	1 18
Total,	849	$448,185 52	$1 69
Distribution of above:			
General administration,	17	$25,360 00	$4 78
Maintenance of way and structures,	289	116,774 16	1 29
Maintenance of equipment,	161	85,672 08	1 70
Conducting transportation,	382	220,379 28	1 85
Total,	849	$448,185 52	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	9	5
Number iron,	35	19
Number wooden,	14	2
Trestles:		
Number,	3	2
Aggregate length,	985	768
Telegraph:		
Miles of line owned by this company,	54	12
Miles of wire owned by this company,	204	. . . . .
Miles of line operated by this company,	54	. . . . .
Miles of wire operated by this company,	204	. . . . .

Gauge of track, ... 4 ft. 9 in.

DANVILLE AND RIVERSIDE RAILWAY COMPANY.

By what authority incorporated: Special act April 19, 1872, as the Riverside Horse Railway Company. Name changed to Danville and Riverside Railway Company by court of common pleas of Northumberland county, March term, 1878.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Robert England,	Philadelphia,	Thomas B. Reeves,	Philadelphia,
Wm. H. Dye,	do.	Wm. J. Paul,	do.
Nathaniel Barr,	do.	T. Nelson Davis,	do.

Postoffice address of general office: Hughesville, Lycoming county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Benjamin G. Welch,	Hughesville, Pa.
Secretary,	C. W. Woodrop,	Hughesville, Pa.
Treasurer,	J. S. Bailey,	Philadelphia.

IMPORTANT CHANGES DURING THE YEAR.

No stock issued.

DANVILLE AND SHAMOKIN RAILROAD COMPANY.

Date of organization: June 14, 1879.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George deB. Keim,	Philadelphia,	2d Monday in January, 1892.
A. J. Antleo,	Philadelphia,	do. do.
Thomas Dolan,	Philadelphia,	do. do.
H. C. Gibson,	Philadelphia,	do. do.
W. R. Taylor,	Philadelphia,	do. do.
James Boyd,	Norristown, Pa.	do. do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$26,710 00	Capital stock,	$26,710 00
Total,	$26,710 00	Total,	$26,710 00

EMPLOYES AND SALARIES.

General officers,	3
Employes in Pennsylvania:	
Total number of employes in Pennsylvania,	3

Total yearly compensation, nothing.

DAUPHIN AND BERKS RAILROAD COMPANY.

Date of organization: February 11, 1882.

By what authority incorporated: State of Pennsylvania.

If a consolidated company, name the constituent companies: South Mountain Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George deB. Keim,	Philadelphia.	First Monday in May, 1892.
A. J. Antelo,	do.	do.
Thomas Cochran,	do.	do.
Albert Foster,	do.	do.
W. R. Taylor,	do.	do.
J. M. Landis,	do.	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office: Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.

Road under construction.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$100,000 00	Capital stock,	$100,000 00
Total,	$100,000 00	Total,	$100,000 00

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, nothing.

DELAWARE AND HUDSON CANAL COMPANY'S RAILROAD.

Date of organization: April 23, 1823.

By what authority incorporated: State of New York, and reorganized by the Commonwealth of Pennsylvania. Statutes and amendments by the State of New York: April 7, 1824; November 19, 1824; April 20, 1825; March 10, 1827; May 2, 1829; February, 12, 1830; April 17, 1830; April 17, 1862; March 25, 1863; May 9, 1867. Statutes and amendments by the Commonwealth of Pennsylvania: March 13, 1823; April 1, 1825; June 21, 1825; April 5, 1826; November 24, 1828; March 23, 1830; April 11, 1848; April 30, 1852; April 7, 1858; March 12, 1859; April 11, 1861; April 18, 1861; September 20, 1866; April 13, 1868; March 24, 1870; May 12, 1871; May 18, 1871.

If a consolidated company, name the constituent companies: Not a consolidated company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
LeGrand B. Cannon,	New York city,	Second Tuesday in May, 1892.
James Roosevelt,	Hyde Park, N. Y.,	do. do.
Robert M. Olyphant,	New York city,	do. do.
Benjamin H. Bristow,	New York city,	do. do.
John A. Stewart,	New York city,	do. do.
R. Suydam Grant,	New York city,	do. do.
Wm. B. Tillinghast,	New York city,	do. do.
Johnston Livingston,	New York city,	do. do.
Alfred Van Santvoord,	New York city,	do. do.
George C. Clark,	New York city,	do. do.
Wm. W. Astor,	New York city,	do. do.
James A. Roosevelt,	New York city,	do. do.
Samuel Keyser,	New York city,	do. do.

Date of last meeting of stockholders for election of directors: May 12, 1891.

Postoffice address of general office: New York city.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	R. M. Olyphant,	New York city.
Vice President,	LeGrand B. Cannon,	New York city.
Second Vice President,	Horace G. Young,	Albany, N. Y.
Secretary,	F. M. Olyphant,	New York city.
Treasurer,	James C. Hartt,	New York city.
Chief Engineer,	A. J. Swift,	Albany, N. Y.
General Solicitor, Attorney or Counsel,	Edwin Young,	Albany, N. Y.
Auditor,	R. A. Henry,	New York city.
General Passenger Agent,	J. W. Burdick,	Albany, N. Y.
General Freight Agent,	James Colhoun,	Albany, N. Y.
Superintendent,	R. Manville,	Carbondale, Pa.
Assistant Superintendent,	C. R. Manville,	Carbondale, Pa.
General Baggage Agent,	C. S. Pease,	Albany, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main Line Owned.				
Lackawanna and Susquehanna Railroad Company,	Nineveh, N. Y.,	Jefferson Junc., Pa.,	22.01	4.36
Valley railroad,	Carbondale, Pa.,	Scranton, Pa.,	16.77	16.77
Branches and spurs owned,	Collieries,	Main Line,	1.80	1.80
Operated Under Lease or Trackage Contract.				
Northern Coal and Iron Company,	Green Ridge, Pa.,	Plymouth, Pa.,	21.98	21.98
Jefferson railroad,	Jefferson Junction, Pa.,	Carbondale, Pa.,	34.60	34.60
Delaware, Lackawanna and Western Railroad Company,	Scranton, Pa.,	Scranton, Pa.,	.44	.44
Nanticoke railroad,	Mill Creek, Pa.,	Wilkes-Barre, Pa.,	2.40	2.40
Lehigh Valley railroad,	Wilkes-Barre, Pa.,	S. Wilkes-Barre, Pa.,	1.62	1.62
Lackawanna and Bloomsburg R. R.,	Plymouth, Pa.,	Bull Run, Pa.,	.78	.78
Gravity railroad owned.	Olyphant, Pa.,	Honesdale, Pa.,	26.31	26.31
	Honesdale, Pa.,	Olyphant, Pa.,	29.92	29.92
Total mileage operated,			158.63	140.98

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
United States Hotel Saratoga,	$27,703 00	8 per cent.	$2,216 24
Keesville, Ausable Chasm and Lake Champlain R. R. Co.,	15,000 00	6 per cent.	900 00
Rensselaer and Saratoga Railroad Company,	3,000 00	7 per cent.	210 00
Other bonds,	3,780,000 00		
Total,	$3,825,703 00		$3,326 24

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Rensselaer and Saratoga Railroad Company,	$1,600,000 00	8 per cent.	$128,000 00
Albany and Susquehanna Railroad Company,	450,000 00	7 per cent.	31,500 00
Rutland Railroad Company (preferred stock),	3,000,000 00	3 per cent.	90,000 00
Rutland Railroad Company (common stock),	1,000,000 00		
Jackson Coal Company,	106,666 66	7⅓ per cent.	7,850 62
Providence Gas and Water Company,	47,000 00	8 per cent.	3,760 00
Von Storch Coal Company,	18,300 00	7 per cent.	1,281 00
Archbald Water Company,	3,000 00	8½ per cent.	255 00
Westinghouse Air Brake Company,	33,300 00	16 per cent.	5,328 00
United States Metallic Packing Company,	3,400 00	$4 per share.	400 00
Champlain Transportation Company,	16,850 00	7 per cent.	1,179 50
Delaware and Hudson Canal Company,	400 00	7 per cent.	28 00
Olyphant Water Company,	12,000 00	2 per cent.	240 00
Adirondack Railroad Company,	2,400,426 68		
Other stocks,	1,778,700 00		
Total,	$10,470,043 34		$269,822 12

GENERAL BALANCE SHEET.

DR.		CR.	
Canal	$6,339,210 49	Capital stock	$50,000,000 00
Railroad and equipment	8,534,119 11	Bonds:	
Real estate	5,755,805 14	1891 $3,549,000 00	
Mine improvements	2,602,037 88	1894 4,829,000 00	
Mine fixtures and equipment	431,431 74	1917 5,000,000 00	
Boats, barges and steamboats	883,650 01		15,378,000 00
Coal yards and fixtures	152,681 37	Interest and dividends payable January 1, 1890	547,891 00
Lackawanna and Susquehanna R. R.	1,062,466 82	Dividends and interest unpaid	121,998 08
Cherry Valley, Sharon and Albany railroad	210,000 00	Surplus or dividend fund	5,211,555 57
New York and Canada railroad	3,997,211 41		
Mechanicville and Fort Edward railroad	54,998 07		
Schenectady and Mechanicville railroad	214,895 01		
Construction Albany and Susquehanna railroad	332,164 03		
Northern Coal and Iron Company	433,392 64		
Telegraph lines	18,707 74		
Supplies on hand	1,032,595 76		
Shop machinery, tools, etc.	378,180 57		
Coal on hand	320,926 68		
Advances to leased lines	658,615 54		
Bonds	4,622,597 15		
Stocks	6,222,771 44		
Advanced royalties on coal	989,204 11		
Cash	4,943,744 23		
Bills and accounts receivable $3,300,607 07			
Less December payrolls and vouchers payable after January 1 2,232,569 46	1,068,037 61		
Total	$51,259,444 65	Total	$51,259,444 65

CONTRACTS, AGREEMENTS, ETC.

The National Express Company has, by contract, the right to handle express matter on the line of this road.

Mails are carried at the rate fixed by the Postoffice Department.

Joint freight traffic agreements exist with the following-named companies, the revenue being divided on the basis of mileage: New York, Lake Erie and Western Railroad Company; Central Railroad Company of New Jersey; Delaware, Lackawanna and Western Railroad Company; Lehigh Valley Railroad Company; and Pennsylvania Railroad Company.

Contracts giving this company trackage rights on other roads are in force with the following companies: New York, Lake Erie and Western Railroad Company (Jefferson branch); Central Railroad Company of New York (Nanticoke railroad); Lehigh Valley Railroad Company (through their Wilkes-Barre yard); Delaware, Lackawanna and Western Railroad Company (Plymouth Junction to Bull Run, and passenger tracks at Scranton.

A contract with the Central Railroad Company of New Jersey gives that company trackage rights on our road between Mill Creek and Minooka Junction.

An agreement with the Delaware, Lackawanna and Western Railroad Company gives that company the right to use our track, for coal trains only, between Vine street, Scranton, and Green Ridge.

An agreement with the Lehigh and Wilkes-Barre Coal Company gives that company trackage rights on our road, for coal trains only, between South Wilkes-Barre and Plymouth Junction.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	8	$17,760 00	. . . . .
General office clerks,	7	5,950 00	$2 72
Station agents,	33	19,071 09	1 85
Other station men,	92	40,198 59	1 40
Enginemen,	73	77,382 99	3 39
Firemen,	73	44,549 29	1 95
Conductors,	63	49,651 19	2 52
Other trainmen,	227	132,790 25	1 87
Machinists,	41	26,855 40	2 09
Carpenters,	26	15,211 80	1 87
Other shopmen,	111	46,856 10	1 35
Section foremen,	24	13,518 47	1 80
Other trackmen,	211	76,528 50	1 16
Switchmen, flagmen and watchmen,	55	20,748 77	1 21
Telegraph operators and dispatchers,	19	9,909 58	1 66
All other employes and laborers,	119	46,402 75	1 25
Total,	1,182	$643,324 77	$1 74
Distribution of above:			
General administration,	15	$23,650 00	$5 04
Maintenance of way and structures,	235	90,046 97	1 22
Maintenance of equipment,	178	88,923 30	1 60
Conducting transportation,	754	440,704 50	1 87
Total,	1,182	$643,324 77	$1 74
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	1,087	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . . .	$583,775 06	$1 72

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges (culverts excluded):		
Number iron (aggregate length, 2,786 feet),	33	28
Number of wooden (aggregate length, 2,580 feet),	56	55
Trestles:		
Number,	14	14
Aggregate length (feet),	4,743	4,743
Telegraph:		
Miles of line owned by this company,	149	132
Miles of wire owned by this company,	268	253
Miles of line operated by this company,	149	132
Miles of wire operated by this company,	268	253

Gauge of track: 4 feet 8½ inches in locomotive road and 4 feet 3 inches in gravity road between Valley Junction and Mill Creek; the locomotive road has both gauges.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: At Wilkes-Barre, Pa., this company rents of the Lehigh Valley railroad its passenger depot and tracks, using the same for passenger business only. At Scranton, Pa., this company uses the passenger depot and tracks approaching thereto of the Delaware, Lackawanna and Western railroad, paying rental for the same.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Date of organization: March 11, 1853.

By what authority incorporated: Special act of Pennsylvania, No. 123, approved March 11, 1853.

If a consolidated company, name the constituent companies: Originally the Ligget's Gap railroad, incorporated by special act of Pennsylvania, approved April 7, 1832. Name changed to Lackawanna and Western railroad, by special act of Pennsylvania, approved April 14, 1851, and consolidated under special act of Pennsylvania, approved March 11, 1853, with the Delaware and Cobb's Gap railroad (incorporated by special act of Pennsylvania, approved April 7, 1849), under present title. (Road opened from Scranton to Great Bend, October 20, 1851, and from Scranton to Delaware river, May 27, 1856.) The following have since been consolidated with and merged into this company: Keyser Valley railroad (incorporated by special act of Pennsylvania, approved March 13, 1865), on December 27, 1865; Nanticoke Coal and Iron Company (incorporated by special act of Pennsylvania, approved April 13, 1864), on August 12, 1870; Lackwanna and Bloomsburg railroad (incorporated by special act of Pennsylvania, approved April 15, 1852), on June 17, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John T. Blair,	Blairstown, New Jersey,	One year from last election.
George Bliss,	28 Nassau street, New York city,	do. do.
Percy R. Pyne,	52 Wall street, New York city,	do. do.
Wilson G. Hunt,	329 Broadway, New York city,	do. do.
Benjamin G. Clarke,	52 Wall street, New York city,	do. do.
Sidney Dillon,	40 Wall street, New York city,	do. do.
Russell Sage,	71 Broadway, New York city,	do. do.
Edgar S. Auchincloss,	47 White street, New York city,	do. do.
Andrew T. McClintock,	Wilkes-Barre, Pa.,	do. do.
Wm. H. Appleton,	5 Bond street, New York city,	do. do.
Wm. W. Astor,	21 West Twenty-sixth street, New York city.	do. do.
Henry A. C. Taylor,	121 East Twenty-first street, New York city.	do. do.
Eugene Higgins,	10 West Twenty-third street, New York city.	do. do.
William Rockefeller,	26 Broadway, New York city,	do. do.

Date of last meeting of stockholders for election of directors: February 24, 1891

Postoffice address of general office: No. 26 Exchange Place, New York city.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Samuel Sloan,	No. 26 Exchange place, New York city.
Vice President,	Percy R. Pyne,	No. 26 Exchange place, New York city.
Second Vice President,	Edwin R. Holden,	No. 26 Exchange place, New York city.
Third Vice President,	William S. Sloan,	No. 26 Exchange place, New York city.
Secretary,	Fred. F. Chambers,	No. 26 Exchange place, New York city.
Treasurer,	Frederick H Gibbons,	No. 26 Exchange place, New York city.
Assistant Treasurer,	Arthur D. Chambers,	No. 26 Exchange place, New York city.
Chief Engineer,	James Archbald,	Scranton, Pa.
General Solicitor, Att'y or Counsel,	M. Taylor Pyne,	No. 24 William street, New York city.
Auditor,	Fred. F. Chambers,	No. 26 Exchange place, New York city.
General Manager,	William F. Hallstead,	Scranton, Pa.
Traffic Manager,	Benjamin A. Hegeman,	No. 26 Exchange place, New York city.
General Passenger Agent,	William F. Holwill,	No. 26 Exchange place, New York city.
General Ticket Agent,		
Assistant General Freight Agent,	Henry C. Hicks,	No. 26 Exchange place, New York city.
Division Superintendent,	Garrett Bogart,	Scranton, Pa.
Superintendent of Telegraph,	L. B. Foley,	No. 26 Exchange place, New York city.
General Baggage Agent,	G. E. Zippel,	Hoboken, New Jersey.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main line owned.				
Northern Division,	Scranton,	Penn'a and New York State Line,	50.36	
Southern Division,	Scranton,	Delaware River,	64.25	
			114.61	
Branch line owned.				
Lackawanna, and Bloomsburg,	Scranton,	Susquehanna River,	80	
Keyser Valley,	Keyser Valley Junc.,	Keyser Valley,	6.43	
Winton,	Nay Aug,	Winton,	7.50	
Storrs,	Winton Junction,	Storr's Mine,	2.80	
			96.73	211.34
Lines operated under lease, etc.				
Morris and Essex,	Hudson River,	Delaware River,	119.85	
Morris and Essex Extension,	M. & E. Junction,	City of Paterson, N.J.	1.91	
Newark and Bloomfield,	Roseville Junction,	Montclair, N. J.,	4.24	
Passaic and Delaware,	Summit Junction,	Bernardsville, N. J.,	13.99	
Passaic and Delaware Extension railroad,	Bernardsville,	Gladstone, N. J.,	7.40	
Chester,	Chester Junction,	Chester, N. J.,	10.02	
Warren,	Delaware River,	New Hampton Junc.,	18.80	
New York, Lackawanna and Western,	Binghampton,	Buffalo, N. Y.,	214.20	6.41
Greene,	Chenango Forks,	Greene, N. Y.,	8.10	
Utica Chenango and Susq. Valley,	Greene,	Utica, N. Y.,	97.41	
Cayuga and Susquehanna,	Susquehanna River,	Ithaca, N. Y.,	34.41	
Oswego and Syracuse,	Syracuse,	Oswego,	34.98	
Valley,	Penn'a and New York State Line.	Binghampton,	11.64	
			576.95	
Total mileage operated,			788.29	217.75

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Green Bay, Winona and St. Paul railway, first mortgage,	$41,000 00		
Green Bay, Winona and St. Paul railway, 1906,	3,000 00	6 per cent.,	$189 67
Oxford Iron and Nail Company, first mortgage.	110.000 00	6 per cent.,	6,600 00
Oxford Iron and Nail Company, second mortgage.	42,000 00	3 per cent.,	1.260 00
Rochester, Hornellsville and Lackawanna railroad, first mortgage.	5,000 00		
Morris and Essex, second mortgage.	63,500 00	7 per cent.,	
Morris and Essex, consolidated guaranteed.	98,000 00	7 per cent.,	23,485 00
New York, Lackawanna and Western terminal improvement (1923),	2,850.000 00	4 per cent.,	109,000 00
New York, Lackawanna and Western construction (1923),	2,000,000 00	5 per cent.,	100.000 00
Total,	$5,212.500 00		$240,534 67

Valued at $5,140,289.58.

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Syracuse, Binghampton and New York railroad,	$1,972,900 00	8 per cent.,	$157,832 00
Sussex railroad,	15,650 00		
Crown Point Iron Company,	12,500 00	6 per cent.,	750 00
Lackawanna Iron and Coal Company,	25,800 00	7½ per cent.,	1,935 00
Oxford Iron and Nail Company,	263,000 00		
Providence Gas and Water Company,	78,200 00	8 per cent.,	6,256 00
Catawissa Bridge Company,	1,000 00		
Bangor Union Slate Company,	17,500 00		
Valley railroad,	25,300 00	5 per cent.,	1,265 00
Utica, Chenango and Susquehanna Valley railway,	40,800 00	6 per cent.,	2,448 00
Morris and Essex railroad,	500,000 00	7 per cent.,	35,000 00
Warren railroad,	10,000 00	7 per cent.,	700 00
Newark and Bloomfield railroad,	97,450 00	6 per cent.,	5,847 00
Greene railroad,	400 00	6 per cent.,	24 00
Passaic and Delaware railroad,	110,600 00	5 per cent.,	5,530 00
New York, Lackawanua and Western railway,	701,800 00	5 per cent.,	35,090 00
Chester railroad,	65,050 00		
Morris and Essex Extension railroad,	45,000 00	4 per cent.,	1,800 00
Total,	$3,982,950 00		$254,477 00

Valued at $3,742,840.00.

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road,	$17,275,156 16		Capital stock,	$26,200,000 00
Cost of equipment,	10,329,074 80		Funded debt,	3,667,000 00
		$27,604,230 96	Current liabilities,	8,997,147 54
Bonds of other companies owned,	$5,140,289 58		Accrued interest on funded debt not payable,	75,063 33
Stocks of other companies owned,	3,742,840 00		Profit and loss,	15,409,764 11
		8,883,129 58		
Coal lands, coal yards and improvements,		7,717,842 36		
Cash and current assets,		10,143,772 08		
Total,		$54,348,974 98	Total,	$54,348,974 98

IMPORTANT CHANGES DURING THE YEAR.

Passaic and Delaware Extension railroad (leased) completed, 7.40 miles in New Jersey and put in operation.

Additional securities received, New York, Lackawanna and Western Terminal Improvement bonds (in payment of advances), $250,000.00; Morris and Essex consolidated guaranteed mortgage bonds (in payment of advances), $244,000.00; Morris and Essex, second mortgage bonds, $63,500.00.

Securities disposed of, Morris and Essex consolidated guaranteed bonds, $724,000.00.

CONTRACTS, AGREEMENTS, ETC.

United States Express Company, produce despatch.

United States Post Office Department.

Pullman's Palace Car Company.

Lackawanna Line, Great Eastern Line, Peipher Line, Lackawanna Live Stock Express Company, New York Dispatch Refrigerator Line, American Refrigerator Transit Company.

Freight connections and junctional points (numbers indicate distances from Hoboken, N. J.)—Bangor and Portland—Portland, Pa., 86. Bloomsburg and Sullivan—Bloomsburg, Pa., 201. Buffalo Creek—East Buffalo, N. Y., 404. Buffalo, Rochester and Pittsburgh—B., R. & P. Junction, N. Y., 368. Central Railroad of New Jersey—Chester, N. J., 55; Hoboken, N. J. (via float); New Hampton, N. J., 75; Lake Junction, N. J., 45; Phillipsburg, N. J., 84; Plymouth Junction, Pa., 167;

Port Oram, N. J., 44; Rockaway, N. J., 38; Taylorville, Pa., 150. Delaware and Hudson Canal Company—Binghampton, N. Y., 208; Scranton, Pa., 145; Taylorville, Pa., 150. Elmira, Cortland and Northern—Cortland, N. Y., 253; Elmira, N. Y., 267; Wilseysville, N. Y., 245. Erie and Wyoming—Nay Aug., Pa., 139. Fall Brook Coal Company—Corning, N. Y., 283. Grand Trunk—Black Rock, N. Y., 414. Lake Shore and Michigan Southern—East Buffalo, N. Y., 404. Lehigh and Hudson—Franklin, N. J., 76. Lehigh Valley—East Buffalo, N. Y., 404; Elmira, N. Y., 267; Ithaca, N. Y., 264; Phillipsburg, N. J., 84; Pittsburgh, Pa., 157; Plymouth Junction, Pa., 167; Waverly, N. Y., 249. Long Island—Hoboken, N. J. (via float). Michigan Central—Black Rock, N. Y., 414. Mount Hope Mineral—Port Oram, N. J., 44. New York and Greenwood Lake—Mountain View, N. J., 21. New York and Northern—Hoboken, N. J. (via float). New York, Chicago and St. Louis—East Buffalo, N. Y., 404. New York Central and Hudson River—Black Rock, N. Y., 414; Hoboken, N. J. (via float); Syracuse, N. Y., 289; Utica, N. Y., 305. New York, Lake Erie and Western—Bergen Junction, N. J., 2; Binghampton, N. Y., 209; Black Rock, N. Y., 414; East Buffalo, N. Y., 404; Elmira, N. Y., 267; Owego, N. Y., 231; Paterson, N. J., 15. New York, New Haven and Hartford—Hoboken, N. J. (via float). New York, Ontario and Western—Norwich, N. Y., 251; Scranton, Pa., 145; Utica, N. Y., 305. New York, Susquehanna and Western—Bergen Junction, N. J., 2; Delaware, N. J., 83; Franklin, N. J., 76; Gravel Place, Pa., 94. Northern Central (P. R. R.)—Elmira, N. Y., 267. Pennsylvania—East Newark, N. J., 6; Manunka Chunk, N. J., 80; Nanticoke, Pa., 172; Phillipsburg, N. J., 84; Plymouth Junction, Pa., 167. Pennsylvania, Poughkeepsie and Boston—Augusta, N. Y., 71; Portland, Pa., 86. Philadelphia and Erie (P. R. R.)—Northumberland, Pa., 22. Philadelphia and Reading—Rupert, Pa., 206. Rochester, Hornellsville and Lackawanna—Wayland, N. Y., 330. Rome, Watertown and Ogdensburg—Oswego, N. Y., 324. Southern Central—Owego, N. Y., 231. Western New York and Pennsylvania—East Buffalo, N. Y., 404; Mt. Morris, N. Y., 513. West Shore—Black Rock, N. Y., 414; Utica, N. Y., 305.

Lackawanna Transportation Company, Northern Steamship Company, Green Bay Line, Clover Leaf Line, Lake Erie Transportation Company, Saginaw Line, at Buffalo, N. Y.

Western Union Telegraph Company.

Trackage contract with Syracuse, Binghampton and New York railroad; Live stock contract with Schwarzchild & Sulzberger Refrigerator Company (Limited).

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
Convertible of 1892, ...	Delaware River	Pennsylvania and New York State Line.	211.34	$2,839 02	All.
Consolidated mortgage of 1907, ...	Delaware River	Pennsylvania and New York State Line.	211 34	14,511 68	All.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	15	$101,000 00	. . . . .
General office clerks,	3	3,370 00	$3 60
Shop clerks,	12	9,464 79	2 52
Station agents,	53	28,588 00	1 73
Other station men,	117	50,740 56	1 39
Enginemen,	281	284,711 68	3 20
Firemen,	285	162,924 62	1 83
Conductors,	213	185,998 00	2 80
Other trainmen,	660	326,608 47	1 85
Machinists,	174	94,142 89	1 78
Carpenters,	532	278,620 53	1 72
Other shopmen,	723	260,914 31	1 41
Section foremen,	67	33,000 00	1 58
Other trackmen,	750	248,772 47	1 10
Switchmen, flagmen and watchmen,	220	137,572 64	1 87
Telegraph operators and dispatchers,	45	24,564 50	1 75
All other employes and laborers,	392	157,377 84	1 29
Total,	4,542	$2,287,371 30	$2 03
Distribution of above:			
General administration,	18	$104,370 00	. . . . .
Maintenance of way and structures,	1,209	439,150 31	$1 16
Maintenance of equipment,	1,441	643,142 52	1 42
Conducting transportation,	1,874	1,201,708 47	2 05
Total,	4,542	$2,388,371 30	. . . . .
Employes in Pennsylvania:			
Total yearly compensation of employes in Pennsylvania,	4,530	$2,304,371 30	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	92	92
Number wooden,	6	6
Number combination,	1	1
Trestles:		
Number,	2	2
Aggregate length (feet),	442	442
Tunnels:		
Number,	3	3
Maximum length (feet),	2,177	2,177
Minimum length (feet,	503	503
Aggregate length of all tunnels (feet,)	3,432	3,432
Telegraph:		
Miles of wire owned by this company,	. . . . .	162.69
Miles of wire operated by this company for railroad use,	. . . . .	162.69
Gauge of track,		4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Terminal facilities, Piers 19 and 41; Bulkheads, Piers 40 and 42, North river, New York city, owned by the city of New York. Pier foot of South Ninth street, Williamsburg, N. Y., owned by Brooklyn and New York Ferry Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association; Freight Traffic Association, Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Lackawanna Line, Great Eastern Line, Peipher Line, Lackawanna Live Stock Express Company, New York Dispatch Refrigerator Line, American Refrigerator Transit Company.

DELAWARE RIVER AND LANCASTER RAILROAD COMPANY.

By what authority incorporated: Under special acts as follows: No. 330, approved March 24, 1868; No. 119, supplement approved February 10, 1870; supplement approved April 4, 1872.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Austin Gallagher,	New York city, 40 Wall street,	January, 1892.
John H. Baumgardner,	Lancaster, Pa.,	do.
A. M. Zane,	Lancaster, Pa.,	do.
J. K. Lineaweaver,	Columbia, Pa.,	do.
Wm. A. Morton,	Lancaster, Pa.,	do.
R. M. Bolenius,	Lancaster, Pa.,	do.
John D. Skiles,	Lancaster, Pa.,	do.
Thomas Briggs,	Doylestown, Pa.,	do.
Samuel Seldomridge,	Farmersville, Pa.,	do.
Henry W. Watson,	518 Walnut street, Philadelphia,	do.
John O. Keim,	Sixteenth and Green streets, Phila.,	do.
Geo. Crane,	Mountville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: Pughtown, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Robt. Crane (decessed),	Successor not yet elected.
Vice President,	Austin Gallagher,	40 Wall street, New York city.
Secretary,	Isaac W. Guildin,	Reading, Pa.
Treasurer,	Geo. A. Searles,	40 Wall street, New York city.
Chief Engineer,	Isaac W. Guildin,	Reading, Pa.
General Solicitor, Attorney or Counsel,	R. Jones Monaghan,	West Chester, Pa.
Auditor,	H. S. Beitenman,	Pughtown, Pa.
General Manager,		
General Passenger Agent,		
General Ticket Agent,		
General Freight Agent,		
General Superintendent,	Geo. Potts,	Pughtown, Pa.
Division Superintendent,		
Superintendent of Telegraph,		
Superintendent of Express,		
General Baggage Agent,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Delaware River and Lancaster railroad. . .	French Creek Jct.,	St. Peters, ...	12.1	12.1

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$546,550 00	Capital stock, ...	$239,550 00
Cost of equipment, ...	3,906 00	Funded debt.	310,000 00
Cash and current assets, ...	3,756 61	Current liabilities, ...	37,918 18
Other assets:			
Sundries, ...	302 99		
Profit and loss, ...	33,852 58		
Total, ...	$587,468 18	Total, ...	$587,468 18

CONTRACTS, AGREEMENTS, ETC.

Traffic contract with the Philadelphia and Reading Railroad Company upon "blocks" of twenty-five miles.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage, ...	French Creek Jct., St. Peter's. . . .	St. Peter's, . . . Lancaster. . . .	12.1	$25,000 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Station agents, ...	2	$288 00	. . . . .
Enginemen, ...	1	. . . . .	$2 25
Firemen, ...	1	. . . . .	1 75
Conductors, ...	1	720 00	. . . . .
Other trainmen, ...	2	. . . . .	2 35
Section foreman, ...	2	1,080 00	. . . . .
Other trackmen, ...	12	. . . . .	15 00
Switchmen, flagmen and watchmen, ...	1	360 00	. . . . .
Total, ...	22	$2,448 00	$21 35
Employes in Pennsylvania:			
Total number of employes in Pennsylvania, ...	22	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania, ...	. . . .	$8,365 75	. . . . .

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD COMPANY.

Date of organization: Incorporated April 14, 1890, articles filed April 17, 1890.
By what authority incorporated: General law, April, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Eckley B. Coxe,	Drifton, Luzerne county, Pa.,	First Tuesday in March, 1892, and until their successors are elected.
Alexander B. Coxe,	Drifton, Luzerne county, Pa.,	
Henry B. Coxe,	No. 3 West 30th street, New York,	
E. B. Ely,	No. 143 Liberty street, New York,	
Arthur McClellan,	Drifton, Luzerne county, Pa.,	
J. Brinton White,	Drifton, Luzerne county, Pa.,	

Date of last meeting of stockholders for election of directors: March 3, 1891.
Postoffice address of general office: Drifton, Luzerne county, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Eckley B. Coxe,	Drifton, Luzerne county, Pa.
Secretary,	Arthur McClellan,	Drifton, Luzerne county, Pa.
Treasurer,	J. B. White,	Drifton, Luzerne county, Pa.
Chief Engineer,	E. Kudlich,	Drifton, Luzerne county, Pa.
General Agent,	E. B. Ely,	143 Liberty street, New York city.

PROPERTY OPERATED.

At date of this report (August, 1891), the Delaware, Susquehanna and Schuylkill railroad is under construction. It begins at a point at or near Drifton, Luzerne county, Pa., and extends, via Eckley, Stockton, Hazleton, Tomhicken and Deringer, to the village of Gowen, which is situated near the junction of Luzerne, Schuylkill and Columbia counties in Pennsylvania. It has a branch from near Hazleton to Beaver Meadow in Carbon county, Pa., and also a branch from Hazleton to Oneida and Nelson City in Schuylkill county, Pa.

Twenty-nine and one-fourth miles of track at different points finished August 15, 1891.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$524,669 66	Capital stock	$376,264 00
Cost of equipment	28,651 55	Current liabilities	51,166 70
Cash and current assets	27,891 08	Freights, tolls and terminal charges	156,508 89
Maintenance of way and structures	2,070 00		
State tax on gross receipts	112 62		
State tax on capital stock	544 68		
Total	$583,939 59	Total	$585,939 59

IMPORTANT CHANGES DURING THE YEAR.

Amount of capital stock issued :		
Full paid	1,120 shares @ $50.00	$56,000 00
Instalments	6,880 " "	320,264 00
	8,000	$376,264 00

CONTRACTS, AGREEMENTS, ETC.

Road under construction; chartered April 17, 1890; tonnage reported is that on detached tracks owned at different places; no contracts in operation at present, except for arbitraries for terminal charges.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Not a party.

Name the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Not a member.

DILLSBURG AND MECHANICSBURG RAILROAD COMPANY.

Date of organization: Certificate of organization filed November 1, 1871.
By what authority incorporated: Laws of Pennsylvania, act of April 4, 1868.
Operated by the Cumberland Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy	Chambersburg, Pa.	Tuesday, May 3, 1892.
Edward B. Watts	Carlisle, Pa.	do. do.
Henry McCormick	Harrisburg, Pa.	do. do.
J. Herman Bosler	Carlisle, Pa.	do. do.
Wm. Penn Lloyd	Mechanicsburg, Pa.	do. do.
Christian Bender	Dillsburg, Pa.	do. do.
Joseph Milleisen	Mechanicsburg, Pa.	do. do.

Date of last meeting of stockholders for election of directors: May 5, 1891.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating company: Chambersburg, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Vice President, Secretary, Treasurer,	W. M. Biddle,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Dillsburg and Mechanicsburg Railroad Company.	Junction with Cumberland Valley railr'd.	Dillsburg,	Cumberland Valley railroad Company.	7.70	7.70

Operated by the Cumberland Valley Railroad Company, for ninety-nine years under lease executed January 1, 1873, upon the terms that the receipts from operation shall be applied to the cost of maintaining, keeping and perpetuating the property and the equipment used thereon, and all other expenses of operation, including taxes, insurance, etc. The balance, if any, to be paid to the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$212,842 92	Capital stock,	$89,800 00
Casb and current assets,	1,830 55	Funded debt,	100,000 00
		Current liabilities,	10,307 20
		Profit and loss,	14,566 27
Total,	$214,673 47	Total,	$214,673 47

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From--	To—	Miles.	
Mortgage,	Junction with Cumberland Valley railroad.	Dillsburg,	7.70	$12.987 01

DOWNINGTOWN AND LANCASTER RAILROAD COMPANY.

Date of organization: July 30, 1888.
By what authority incorporated: General law of April 8, 1861.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. N. Barnes,	Philadelphia,	May, 2, 1892.
J. N. DuBarry,	Philadelphia,	do.
Jno. P. Green,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
T. M. Storb,	New Holland, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Henry D. Welsh,	Philadelphia.
Secretary,	Albert Hewson	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Downingtown and Lancaster railroad.	Downingtown,	Lancaster,	Penna. Railroad Company,	37.98	37.98
Total mileage,				37.98	37.98

Operated by the Pennsylvania Railroad Company under resolution of the boards of directors of both companies. Rental, net earnings. This arrangement went into operation August 1, 1888, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$706,761 78	Capital stock,	$405,650 00
Cash and current assets,	78 60	Funded debt,	300,000 00
Profit and loss,	68,379 42	Current liabilities,	69,569 80
Total,	$775,219 80	Total,	$775,219 80

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds, ...	Downingtown, . . .	Lancaster, ...	37.98	$7,898 89

EMPLOYES AND SALARIES.

General officers 3; no yearly compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	11	11
Number wooden, ...	5	5
Trestles:		
Number, ...	2	2
Aggregate length (feet), ...	140	140
Telegraph:		
Miles of line owned by this company, ...	39.01	39.01
Miles of wire owned by this company, ...	39.01	39.01
Miles of line operated by Pennsylvania Railroad Company, ...	39.01	39.01
Miles of wire operated by Pennsylvania Railroad Company, ...	39.01	39.01
Gauge of track, ...		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAILROAD COMPANY.

Date of organization: December 31, 1872.

If a consolidated company, name the constituent companies: The Dunkirk, Warren and Pittsburgh Railroad Company, a corporation organized under the laws of New York, consolidated with the Conewango Valley Railway Company, a corporation organized under the laws of the State of Pennsylvania, forming a new company called the Dunkirk, Warren and Pittsburgh Railway Company. The last named

company consolidated with the Warren and Venango Railway Company, a corporation formed under the laws of the Commonwealth of Pennsylvania.

The Dunkirk, Warren and Pittsburgh Railroad Company and the Conewango Valley Railway Company forming the Dunkirk, Warren and Pittsburgh Railway Company, May 14, 1870.

The Dunkirk, Warren and Pittsburgh Railway Company and the Warren and Venango Railway Company, forming the present company December, 31, 1872.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chauncey M. Depew,	New York, N. Y.,	December 1, 1891.
Cornelius Vanderbilt,	New York, N. Y.,	do.
William K. Vanderbilt,	New York, N. Y.,	do.
Frederick W. Vanderbilt,	New York, N. Y.,	do.
Edwin D. Worcester,	New York, N. Y.,	do.
Charles C. Clarke,	New York, N. Y.,	do.
Horace J. Hayden,	New York, N. Y.,	do.
Samuel F. Barger,	New York, N. Y.,	do.
H. Walter Webb,	New York, N. Y.,	do.
Dwight W. Pardee,	Brooklyn, N. Y.,	do.
Darwin Thayer,	Fredonia, N. Y.,	do.
Oscar W. Johnson,	Fredonia, N. Y.,	do.
Rasselas Brown,	Warren, Pa.,	do.

Date of last meeting of stockholders for election of directors: April 15, 1891.

Postoffice address of operating company: New York Central and Hudson River Railroad Company, Grand Central Station, New York.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Chauncey M. Depew,	New York, N. Y.
Vice President,	H. Walter Webb,	New York, N. Y.
Secretary,	Dwight W. Pardee,	New York, N. Y.
Treasurer,	E. V. W. Rossiter,	New York, N. Y.
Comptroller,	J. Carstensen,	New York, N. Y.
General Passenger Agent,	Geo. H. Daniels,	New York, N. Y.
Superintendent,	C. H. Ketcham,	Dunkirk, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Dunkirk, Allegheny Valley and Pittsburgh,	Dunkirk, N.Y.,	Titusville, Pa.,	90.6	48.3

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Leased January 3, 1873, for 400 years, to the New York Central and Hudson River Railroad Company. Annual rental is 7 per cent. interest on $2,900,000.00 bonds, and 1½ per cent. on 13,000 shares of stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, $4,278,531 67		Capital stock, $1,300,000 00	
Cost of equipment, 262,725 00		Funded debt, 2,900,000 00	
	$4,541,256 67	Current liabilities, 214,436 34	
Cash and current assets,	52,800 58		$4,414,436 34
		Profit and loss,	179,620 91
Total,	$4,594,057 25	Total,	$4,594,057 25

CONTRACTS, AGREEMENTS, ETC.

American Express Company, one and one-half first-class rates.

United States Government, $7,569.91 per annum.

Red Line Transit Company, Merchants' Dispatch Transportation Company, and Nickel Plate Line, proportion of through rates.

Various companies for through business.

Western Union Telegraph Company, company's messages sent free. Railroad company furnishes repairers and operators.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage, D., W. and P.,	Dunkirk, N.Y.,	Warren, Pa.,	55	$18,181 82	All.
Second mortgage, D., W. and P.,	Dunkirk, N.Y.,	Warren, Pa.,	55	7,272 73	All.
Third mortgage, D., W. and P.,	Dunkirk, N.Y.,	Warren, Pa.,	55	3,636 36	All.
First mortgage, W. and V.,	Warren, Pa.,	Titusville, Pa.,	35.6	28,089 89	All.
Second mortgage, W. and V.,	Warren, Pa.,	Titusville, Pa.,	35.6	8,426 97	All.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$4,267 87	
General office clerks,	17	10,982 09	$2 06
Station agents,	24	13,194 14	1 75
Other station men,	10	4,487 75	1 43
Enginemen,	14	12,390 40	2 82
Firemen,	10	5,898 33	1 88
Conductors,	6	6,656 48	3 54
Other trainmen,	15	9,336 84	1 98
Machinists,	14	9,567 83	2 18
Carpenters,	2	1,584 22	2 53
Other shopmen,	11	5,206 11	1 51
Section foremen,	17	10,095 00	1 89
Other trackmen,	69	25,249 09	1 16
Switchmen, flagmen and watchmen,	6	2,446 87	1 30
Telegraph operators and dispatchers,	5	1,581 36	1 01
All other employes and laborers,	11	8,138 89	2 36
Total,	234	$131,083 27	$1 79
Distribution of above:			
General administration,	20	$15,249 96	$2 53
Maintenance of way and structures,	97	43,482 98	1 43
Maintenance of equipment,	27	16,358 16	1 93
Conducting transportation,	90	55,992 17	1 99
Total,	234	$131,083 27	$1 79
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	74		
Total yearly compensation of employes in Pennsylvania,		$34,041 55	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	11	4
Number wooden,	10	7
Trestles :		
Number,	24	14
Aggregate length (feet),	4,032	3,315
Telegraph :		
Miles of line owned by this company,	90.6	48.3
Miles of wire owned by this company,	181.2	96.6
Miles of line operated by Western Union Telegraph Company,	90.6	48.3
Miles of wire operated by Western Union Telegraph Company,	181.2	96.6

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Dunkirk, N. Y., passenger station, New York, Lake Erie and Western railroad; Falconer Junction, N. Y., passenger station, Mrs. C. E. Moon; Irvington, Pa., passenger and freight station, Mr. R. A. Kinmar; Dunkirk, N. Y., general offices, Merchants' National Bank.

Name all the associations to which this road is a party, whose object is the regulation or contral of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red Line Transit Company, Empire Line, Merchants' Despatch Transportation Company, Nickel Plate Line, and Green Line.

EAST BROAD TOP RAILROAD AND COAL COMPANY.

Date of organization: July 3, 1871.

By what authority incorporated: Act of assembly, April 16, 1856, P. L. 1857, p. 780; May 14, 1857, P. L. p. 505; April 20, 1864, P. L. p. 712; May 24, 1871, P. L. p. 1087; March 7, 1872, P. L. 1873, p. 1011; March 23, 1872, P. L. 1873, p. 1032: April 30, 1873, P. L. p. 498.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. A. Ingham,	Philadelphia.	January, 1892.
Edward Roberts, Jr.,	Philadelphia,	do.
Ario Pardee,	Hazleton,	do.
Percival Roberts,	Philadelphia,	do.
William Lilly,	Mauch Chunk,	do.
Edward R. Wood,	Philadelphia,	do.
John R. Fell,	Philadelphia,	do.
G. Theodore Roberts,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 320 Walnut street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	William A. Ingham.	Philadelphia.
Vice President,	Edwards Roberts, Jr.,	Philadelphia.
Secretary and Treasurer,	J. E. Haverstick,	Philadelphia.
Chief Engineer,	A. W. Sims,	Rockhill Furnace, Huntingdon co.
Auditor,	Edward Roberts, 3d.,	Philadelphia.
General Superintendent,	A. W. Sims,	Rockhill Furnace, Huntingdon co.

PROPERTY OPERATED.

NAME	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Owned.				
East Broad Top railroad,	Mount Union,	Woodvale,	31	31
Leased.				
Shade Gap railroad,	Rockhill.	Nancy Mine.	11.16	11.16
Booher branch,	Junction,	Booher Mine.	2.36	2.36
Total mileage operated,			44.52	44.52

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Shade Gap Railroad Company,	$1,000 00	6 per ct.	$60 00
Total,	$1,000 00		$60 00

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Shade Gap Railroad Company (five share par at $50).	$224 76	3 per ct.	$7 50
Rockhill Iron and Coal Company,	90,360 00		
Total,	$90,584 76		$7 50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$943,943 00	Capital stock,	$815,589 43
Cost of equipment,	188,159 54	Funded debt,	543,088 88
Bonds of other companies owned,	1,000 00	Current liabilities.	158,962 87
Stocks of other companies owned,	90,584 76		
Cash and current assets,	176,526 48		
Profit and loss.	117,427 40		
Total.	$1,517,641 18	Total,	$1,517,641 18

IMPORTANT CHANGES DURING THE YEAR.

Main line extended from Robertsdale to Woodvale, about 1 mile; Shade Gap railroad extended from Goshoon to Nancy, about 1.8 miles; Booher branch extended from Junction to Booher mine, about 2.36 miles.

CONTRACTS, AGREEMENTS, ETC.

Amount paid by United States Government, $1,813.24 per annum.
Operate Rockhill Telegraph Company and maintain line for receipts.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage,	Mount Union,	Robertsdale,	30	$16,666 67	.....
Special loan on part equipment,	.....	.....	.....	.....	185 cars.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers :			
President,	1	$1,282 50	.....
Vice President,	1	500 00	.....
Secretary and Treasurer,	1	750 00	.....
Superintendent,	1	1,500 00	.....
Auditor,	1	300 00	.....
General office clerks,	3	1,620 00	$1 73
Station agents,	11	4,326 00	1 09
Other station men,	2	840 00	1 17
Enginemen,	7	5,796 00	2 30
Firemen,	7	3,301 20	1 31
Conductors,	6	3,888 00	1 80
Other trainmen,	7	3,150 00	1 25
Machinists,	5	3,447 60	2 21
Carpenters,	13	6,692 40	1 65
Other shopmen,	13	5,272 80	1 30
Section foremen,	13	5,640 00	1 39
Other trackmen,	41	13,530 00	1 10
Switchmen, flagmen and watchmen,	8	3,340 80	1 16
All other employes and laborers,	5	1,908 00	1 06
Master mechanic,	1	1,020 00	2 83
Blacksmiths and helpers,	4	2,346 24	1 88
Moulder and apprentice,	2	1,123 20	1 80
Mount Union yard laborers,	12	3,960 00	1 10
Total,	165	$74,534 74	.....

CHARACTERISTICS OF ROAD.

Bridges :	
Number iron,	4
Number wooden,	15
Trestles :	
Number,	3
Aggregate length (feet),	295
Tunnels :	
Number,	2
Maximum length (feet),	1,130
Minimum length (feet),	850
Aggregate length of all tunnels (feet),	1,980

Telegraph :	
Miles of line operated by this company,	30
Miles of wire operated by this company,	30
Gauge of track,	3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs Mount Union ticket office, owner, J. C. Caldwell, Tyrone, Pa.

EAST MAHANOY RAILROAD COMPANY.

Date of organization: March 9, 1856.
By what authority incorporated: Act of April 21, 1854, and amendments.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George deB. Keim,	Philadelphia,	Second Monday in January, 1892.
A. J. Antelo.	Philadelphia,	do.
H. C. Gibson,	Philadelphia,	do.
Thomas Dolan.	Philadelphia,	do.
W. R. Taylor,	Philadelphia,	do.
James Boyd,	Norristown.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: 227 S. Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia, Pa.
Secretary.	Howard Hancock,	do.
Treasurer,	John Welsh,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
East Mahanoy railroad.	East Mahanoy Junction.	Waste House Run.	Philadelphia and Reading Railroad Company.	14.10	14.10

Leased to the Little Schuylkill Navigation, Railroad and Coal Company, January 12, 1863, for ninety-nine years.

Sub-leased to the Philadelphia and Reading Railroad Company, July 7, 1868, for remainder of term.

Lessee pays all expense of operating, and to this company as rental a sum equal to six per cent. per annum on the capital stock, and an additional sum, not exceeding $2,000, for state taxes and sundry expenses.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$497,792 68	Capital stock,	$497,792 68
Cash and current assets,	18,547 40	Current liabilities,	18,590 08
Total,	516,340 08	Total,	$516,340 08

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	7	7
Number of wooden,	12	12
Tunnels:		
Number,	1	1
Maximum length,	3,403	3,403
Gauge of track,		4 ft. 8½ in.

EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: April 21, 1857.

By what authority incorporated: Act of March 9, 1856, and supplements.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George deB. Keim,	Philadelphia,	Second Monday in January, 189
A. J. Antelo,	Philadelphia,	do. do.
Thomas Dolan,	Philadelphia,	do. do.
Thomas Hart, Jr.,	Philadelphia,	do. do.
B. Borie,	Philadelphia,	do. do.
James Boyd,	Norristown,	do. do.
George F. Baer,	Reading,	do. do.
George D. Stetzel,	Reading,	do. do.

Date of last meeting of stockholders for the election of officers: January 12, 1891.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancok,	do.
Treasurer,	John Welsh,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
East Pennsylvania railroad.	Reading, Pa.. . .	Allentown, Pa , .	Philadelphia and Reading Railroad Company.	36	36

Leased May 19, 1869, to the Philadelphia and Reading Railroad Company for nine hundred and ninety-nine years, under which lessee pays dividends of 6 per cent. per annum on capital stock, taxes on same and interest on bonds, etc.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$905,586 01	Capital stock.	$1,730,450 00
Other assets :		Funded debt,	495,000 00
Sundries,	481,540 82	Current liabilities.	45 89
		Profit and loss,	161,630 94
Total.	$1,387,126 83	Total,	$2,387,126 83

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Reading.	Allentown,	36	$13,750 00

EMPLOYES AND SALARIES.

General officers, 3 ; no compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	13	13
Number wooden.	8	8
Number combination,	31	31
Gauge of track,	4 ft. 8½ in.	

EASTERN HEIGHTS RAILROAD COMPANY.

Date of organization: September, 1885.
By what authority incorporated: Under general railroad act, 1869.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
J. W. Brown.	Pittsburgh. Pa.	W. L. Vaukun, ...	Pittsburgh, Pa.
J. P. Speer, ...	do.	G. R. Stewart, ...	do.
Thos. Wightman, ...	do.	W. E. Schmertz, ...	do.
G. W. Guthrie, ...	do.	F. G. Kay, ...	do.
Thos. A. Phelps, ...	do.		

Date of last meeting of stockholders for election of directors: September 17, 1885
Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

F. G. Kay, secretary, Pittsburgh, Pa.
The president is dead and the treasurer resigned.

EBENSBURG AND CRESSON RAILROAD COMPANY.

Date of organization: 1861.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wistar Morris, ...	Philadelphia, ...	January, 1892.
Henry D. Welsh, ...	Philadelphia, ...	do.
N. P. Shortridge.	Philadelphia, ...	do.
Amos R. Little, ...	Philadelphia, ...	do.
J. N. DuBarry.	Philadelphia, ...	do.
George Huntley, ...	Ebensburg, Pa., ...	do.
Thomas Davis, ...	Ebensburg, Pa..	do.
Edmund James, ...	Ebensburg, Pa..	do.
Webster Griffith.	Ebensburg, Pa., ...	do.
Richard Jones, Jr., ...	Ebensburg, Pa., ...	do.
F. H. Barker, ...	Ebensburg, Pa., ...	do.
Abel Lloyd, ...	Ebensburg, Pa., ...	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: Have no general office; meetings held in Ebensburg.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. Barker,	Ebensburg, Pa.
Secretary,	Abel Lloyd,	do.
Treasurer,	F. H. Barker,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ebensburg and Cresson railroad.	Ebensburg,	Cresson,	11	11

This road is leased and operated by Pennsylvania Railroad Company, and detailed report must be made by them.

EDGEWOOD RAILROAD COMPANY.

Date of organization: January 1, 1873.
By what authority incorporated: General law.
Owned and operated by Hampton coal mines. Miners of bituminous coal.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Wm. H. Shoenberger.	Cincinnati, Ohio.	Chas. L. Fitzhugh,	Pittsburgh, Pa.
Thos. C. Dickson,	Pittsburgh, Pa.	Chas. H. Armstrong, dec'd.	

Postoffice address of general office: 1425 Liberty street, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Wm. H. Shoenberger,	Cincinnati, O.
Secretary,	Edward P. Loy,	Pittsburgh, Pa.
Treasurer,	Thos. C. Dickson,	Pittsburgh, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Edgewood railroad.	Edgewood Intersection, P. R. R., .	Hampton Coal Mines,	1.6	1.6

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

No income reported. No leased roads.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number.	1	1
Aggregate length (feet).	100	100
Gauge of track, ...		4 ft 9 in

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

This road is practically no public road, a decree of court having been rendered against it. We, therefore, have no earnings or operating expenses to report, as the road being used exclusively as a coal road, all expenses of operating and maintenance of way are borne by the coal works operating and using this road.

ELMIRA AND WILLIAMSPORT RAILROAD COMPANY.

Date of organization: April 17, 1860.

By what authority incorporated: Originally the Williamsport and Elmira Railroad Company, under special acts of the Commonwealth of Pennsylvania, June 9, 1832, April 15, 1835, June 20, 1839, April 14, 1843, March 26, 1846, April 5, 1849, April 30, 1850, and by the State of New York, April 9, 1850.

Foreclosed and reorganized April 17, 1860, under the name of the Elmira and Williamsport Railroad Company, under special act of the Commonwealth of Pennsylvania, March 12, 1860.

Operated by the Northern Central Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Read Fisher,	Philadelphia,	May 2, 1892.
Lewis P. Geiger,	Philadelphia,	do.
Wm. D. Neilson,	Philadelphia,	do.
Henry A. Fonda,	Milton, Pa.,	do.
Murray Gorgas,	Philadelphia,	do.
Conrad Diehl,	New York city,	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office: 308 Walnut street, Philadelphia.

Postoffice address of operating company: The Northern Central Railway Company, Baltimore, Md.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Thomas Neilson,	308 Walnut street, Philadelphia.
Secretary,	Lewis P. Geiger,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Elmira and Williamsport,	Elmira, N.Y.,	Williamsport, Pa.	Northern Central Railway Company.	75.05	69
Total mileage,				75.05	69

The Elmira and Williamsport railroad is leased to the Northern Central Railway Company for 999 years from May 1, 1863, under contract dated April 15, 1863.

The lessee to pay as rental the interest on the funded debt of the lessor, and annual dividends of 7 per cent. on its preferred stock, and 5 per cent. on its common stock, and $3,000 annually for organization expenses.

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
75 shares Elmira and Williamsport Railroad Company, preferred,	$3,750 00	7	$249 38
5 shares Elmira and Williamsport Railroad Company, common.	250 00	5	11 88
Total,	$4,000 00	....	$261 26

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road,	$2,218,000 00		Capital stock,	$1,000,000 00
Cost of equipment,	352,000 00		Funded debt,	1,570,000 00
		$2,570,000 00		$2,570,000 00
Cash and current assets,	$38,379 91		Current liabilities,	30,095 00
Other assets:			Accrued interest on funded debt not yet payable,	7,125 00
Sundries,	3,320 82		Profit and loss,	4,480 73
		41,700 73		
Total,		$2,611,700 73	Total,	$2,611,700 73

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage bonds,	Elmira, N.Y.,	Williamsport, Pa.,	75.05	$13,245 03

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	2	$3,200 00
Total,	2	$3,200 00
Distribution of above: General administration,	....	$3,200 00

ELLWOOD SHORT LINE RAILROAD COMPANY.

Date of organization: April 25, 1890.

By what authority incorporated: Act of assembly, approved April 4, 1868, and supplements.

Operated by the Pittsburgh, and Western Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. D. Gause,	Beaver Falls, Pa.,	January 12, 1892.
L. H. Williams,	Pittsburgh,	Died May, 1891; vacancy not filled.
Geo. I. Whitney,	Pittsburgh,	January 12, 1892.
F. L. Stepbenson,	Pittsburgh,	January 12. 1892.
Wm. L. Standish,	Pittsburgh,	January 12, 1892.
John G. MacConnell,	Pittsburgh,	January 12, 1892.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Pittsburgh.

Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Henry W. Hartman,	Ellwood City, Pa.
Secretary,	John G. MacConnell,	Pittsburgh.
Treasurer *pro tem.*,	Geo. I. Whitney,	Pittsburgh.
Chief Engineer,	Paul Didier,	Pittsburgh.
General Solicitor, Attorney or Counsel,	John G. MacConnell,	Pittsburgh.
Auditor,	Samuel E. Rocloff,	Beaver Falls, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Ellwood and Short Line Railroad Company.	North Sewickley,	Rock Point, .	Pittsburgh and Western R. R. Co.	3.2	3.2
Total mileage, . . .	. . . . .	. . . . .	. . . . .	3.2	3.2

Contract for lease executed, and lease not to take affect until completion of road.

GENERAL BALANCE SHEET.

DR.	CR.	
None by reason of non-completion of road.	Capital stock, ...	$300,000 00
	Funded debt, ...	300,000 00
	Total, ...	$600,000 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What income mortgaged.
	From—	To—	Miles.		
Common, ...	North Sewickley,	Rock Point, . .	3.2	$93,750 00	Rental under lease as set forth and to the extent therein named.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron.	2	. . . . .
Tunnels:		
Number, ...	1	1
Maximum length (feet).	1,500	1,500
Minimum length (feet), ...	700	700
Gauge of track, ...		4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

EMPORIUM AND RICH VALLEY RAILROAD COMPANY.

Date of organization: February 16, 1891.

By what authority incorporated: Under act to authorize the formation and regulation of railroad corporations, approved April 4, 1868, and acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. B. Howard,	Emporium, Pa.,	February 16, 1892.
Henry Auchu,	do.	do.
Joseph Kaye,	do.	do.
Josiah Howard,	do.	do.
B. W. Green,	do.	do.
Gec. A. Walker,	do.	do.
H. C. Olmsted,	do.	do.

Date of last meeting of stockholders for election of directors: February 16, 1891.

Postoffice address of general office: Emporium, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Henry Auchu,	Emporium, Pa.
Vice President,	Geo. A. Walker,	do.
Secretary,	Josiah Howard,	do.
Treasurer,	H. A. Cox,	do.
Chief Engineer,	E. H. Welch,	do.
General Solicitor, Attorney or Counsel,	B. W. Green,	do.
General Superintendent,	Joseph Kaye,	do.

ERIE AND PITTSBURGH RAILROAD COMPANY.

Date of organization: June 28, 1858.

By what authority incorporated: Special act of Legislature of Pennsylvania, passed April 1, 1858; supplementary act of Legislature of Pennsylvania, passed April 28, 1858.

Operated by Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. L. Scott,	Erie, Pa.,	Second Monday of January, 1892.
Joseph McCarter,	Erie, Pa.,	do. do.
Matthew H. Taylor,	Erie, Pa.,	do. do.
Charles H. Strong,	Erie, Pa.,	do. do.
Charles S. Fairchild,	New York, N. Y.,	do. do.
George B. Roberts,	Philadelphia, Pa.,	do. do.
Wm. Brewster,	Erie, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Erie, Pa.

Postoffice address of operating company: Pennsylvania Company, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	W. L. Scott,	Erie, Pa.
President *pro tem.*,	Chas. A. Strong,	do.
Secretary and Treasurer,	Wm. Brewster,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Erie and Pittsburgh R.R.Co	Girard.	New Castle,	Pennsylvania Co.,	81	81
Erie and Pittsburgh R.R.Co	Dock Junction,	Harbor of Erie,	Pennsylvania Co.,	3.47	3.47
Total,				84.47	84.47

Leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine (999) years from March 1, 1870. The said lease was assigned by the Pennsylvania Railroad Company to the Pennsylvania Company, by which latter company the Erie and Pittsburgh railroad is operated.

Terms of Lease.—Rental, seven per centum per annum on the capital stock of the company, the annual interest on the bonded indebtedness of the company, all taxes and the sum of twenty-five hundred dollars ($2,500.00) per annum towards the expenses of maintenance of the organization of the company.

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Jamestown and Franklin Railroad Company,	$13,000 00	7 per cent.	$910 00
Shenango and Allegheny Railroad Company,	15,000 00	7 per cent.	None.
Total,	$28,000 00		$910 00

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Erie and Pittsburgh Railroad Company,	$200 00	7 per cent.	$14 00
Less state tax,			70
Total,	$200 00		$13 30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$3,180,937 26	Capital stock	$1,998,400 00
Cost of equipment	1,895,725 18	Funded debt	3,395,200 00
Bonds of other companies owned (par value $28,000.00)	23,235 88	Current liabilities	19,657 00
Other permanent investments, Erie and Pittsburgh Railroad Company stock	200 00		
Lands owned: Mercer Manufacturing and Mining Company	8,675 00		
Cash and current assets	4,307 28		
Betterments	111,313 96		
Other assets: Sundries	163,032 63		
Profit and loss	25,829 81		
Total	$5,413,257 00	Total	$5,413,257 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
Secretary and Treasurer	1	$2,500 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? By mortgage deeds upon all its property, income and franchises.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Not any.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Not any.

ERIE AND PITTSBURGH RAILROAD—PENNSYLVANIA COMPANY OPERATING.

See lessor company's report.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
First Vice President,	James McCrea,	Pittsburgh.
Second Vice President,	J. T. Brooks,	Pittsburgh.
Third Vice President,	Thos. D. Messler,	Pittsburgh.
Fourth Vice President,	John E. Davidson,	Pittsburgh.
Secretary,	S. B. Liggett,	Pittsburgh.
Treasurer,	T. H. B. McKnight,	Pittsburgh.
Assistant Treasurer,	John P. Henderson,	Pittsburgh.
Chief Engineer,	Thos. Rodd,	Pittsburgh.
General Counsel,	J. T. Brooks,	Pittsburgh.
Assistant Counsel,	J. J. Brooks,	Pittsburgh.
Auditor of Freight Receipts,	John M. Lyon,	Pittsburgh.
Auditor of Passenger Receipts,	J. P. Farley,	Pittsburgh.
Auditor of Disbursements,	James Instan,	Pittsburgh.
General Manager,	Joseph Wood,	Pittsburgh.
General Superintendent of Transportation,	E. B. Taylor,	Pittsburgh.
Comptroller,	John W. Renner,	Pittsburgh.
Assistant Comptroller,	Albert McElevey,	Pittsburgh.
General Passenger and Ticket Agent,	E. A. Ford,	Pittsburgh.
Chief Assistant General Passenger Agent,	Frank Van Dusen,	Pittsburgh.
General Freight Agent,	Wm. Stewart,	Pittsburgh.
General Superintendent,	Chas. Watts,	Pittsburgh.
Division Superintendent,	J. M. Kimball,	Lawrence Junction, Pa.
Purchasing Agent,	Wm. Mullins,	Pittsburgh.
Superintendent of Telegraph,	E. C Bradley,	Pittsburgh.
General Baggage Agent,	R. R. Bently,	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Erie and Pittsburgh railroad,	New Castle, Pa. Dock Junction, Pa.	Girard Jct., Pa., State St., Erie, Pa.	81 3.47	84.47
*Lake Shore and Michigan Southern railway.	Girard Junction, Pa.,	Erie, Pa.,	16.70	16.70
Total miles operated,			101.17	101.17

CONTRACTS, AGREEMENTS, ETC.

Express—The Adams Express Company pay this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of gross receipts from oyster traffic.

Mails—The compensation for the transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

* Used jointly under trackage rights.

Freight or Transportation Companies or Lines—The Star Union Line transacts business at current rates. The expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Telegraph Companies—The Western Union Telegraph Company pays a fixed rental for telegraph privileges furnished. It receives a proportion of telegraph receipts and pays a proportion of the expenses.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	34	$4,072 14	
Division officers,	7	4,542 30	
General office clerks,	10	8,184 20	$2 76
Other employes, general office,	3	1,966 71	2 01
Station agents,	18	13,872 00	2 14
Other station men,	30	16,537 20	1 53
Enginemen,	37	38,332 80	3 31
Firemen,	39	23,375 02	1 91
Conductors,	18	18,643 56	3 23
Other trainmen,	45	29,484 00	2 10
Machinists,	13	8,368 63	2 06
Carpenters,	30	19,435 50	2 07
Other shopmen,	36	18,408 15	1 63
Section foremen,	20	12,160 00	1 55
Other trackmen,	102	37,699 20	1 19
Switchmen, flagmen and watchmen,	15	6,200 00	1 15
Telegraph operators and dispatchers,	18	13,740 00	2 12
All other employes and laborers,	124	69,271 31	1 74
Total,	599	$344,292 72	
Distribution of above:			
General administration,	54	$18,765 35	
Maintenance of way and structures,	122	49,859 20	
Maintenance of equipment,	79	46,212 28	
Conducting transportation,	344	229,455 89	
Total,	599	$344,292 72	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	599		
Total yearly compensation of employes in Pennsylvania,		$344,292 72	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	6	6
Number iron,	18	18
Number wooden,	21	21
Trestles:		
Number,	24	24
Aggregate length (feet),	3,047	3,047
Telegraph:		
Miles of line operated by this company, jointly with Western Union Telegraph Company,	81	81
Miles of wire operated by this company,	195.4	195.4
Miles of line operated by Western Union Telegraph Company, jointly with this company,	81	81
Miles of wire operated by Western Union Telegraph Company,	139.4	139.4

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Should be reported by lessor company.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Anchor Line.

ERIE AND WYOMING VALLEY RAILROAD COMPANY.

Date of organization: November 6, 1882.

By what authority incorporated: Act of General Assembly of Pennsylvania, approved June 8, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
John B. Smith,	Dunmore, Pa.,	Next annual election June, 1892.	
Edwin H. Mead,	1 Broadway, New York,	do.	do.
John King,	21 Courtlandt street, New York,	do.	do.
Eben B. Thomas,	21 Courtlandt street, New York,	do.	do.
A. H. McClintock,	Wilkes-Barre, Pa.,	do.	do.
George H. Catlin,	Scranton, Pa.,	do.	do.
Samuel Hines,	Scranton, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: June 9, 1891.

Postoffice address of general office: Dunmore, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	John B. Smith,	Dunmore, Pa.
Vice President,	A. H. McClintock,	Wilkes-Barre, Pa.
Secretary and Treasurer,	George B. Smith,	Dunmore, Pa.
Chief Engineer,	A. D. Blackinton,	Dunmore, Pa.
Auditor,	William Gillmore,	Dunmore, Pa.
General Passenger Agent, General Ticket Agent, General Freight Agent,	W. E. Street,	1 Broadway, New York.
Superintendent,	George B. Smith,	Dunmore, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Erie and Wyoming Valley,	Hawley, Pa.,	Port Blanchard,	48	48
Scranton Branch,	Main line,	Scranton,	4	
Brownsville Branch,	Main line,	Brownsville Breaker,	1	
Old Forge Branch,	Main line,	Old Forge,	1	
Wyoming Junction Branch,	Avoca,	Wyoming Junction,	2	
Gipsy Grove Branch,	Winton Branch,	Gipsy Grove Breaker,	3	13
No. 6 Breaker Branch,	Main line,	No. 6 Breaker,	1	
Barnum Breaker Branch,	Main line,	Barnum Breaker,	½	
Maplewood Branch,	Main line,	Lake Henry,	½	
Jones Lake Branch,	Main line,	Lake Ariel,	1¼	1¼
Total,			62¼	62¼

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$5,338,249 77	Capital stock,	$1,500,000 00
Cost of equipment,	112,546 99	Funded debt,	3,000,000 00
	$5,450,796 76	Current liabilities,	740,576 31
Cash and current assets,	100,377 21		$5,240,576 31
		Profit and loss,	310,597 66
Total,	$5,551,173 97	Total,	$5,551,173 97

EMPLOYES AND SALARIES.

CLASS.	Number.	Average yearly compensation.	Total daily compensation.
General officers,	6	$11,190 00	
General office clerks,	5	4,655 00	$3 00
Station agents,	10	5,678 04	1 80
Other station men,	29	16,602 03	1 85
Enginemen,	49	39,101 20	2 65
Firemen,	29	17,236 68	1 90
Conductors,	17	12,837 73	2 40
Other trainmen,	55	29,295 73	1 80
Carpenters,	3	1,061 91	2 15
Other shopmen,	9	5,339 67	1 90
Section foremen,	18	9,599 50	1 70
Other trackmen,	123	43,121 66	1 10
Switchmen, flagmen and watchmen,	15	6,467 45	1 35
Telegraph operators and dispatchers,	18	9,345 92	1 65
All other employes and laborers,	10	3,242 15	1 10
Total,	396	$241,774 67	$1 75
Distribution of above:			
General administration,	11	$15,845 00	$4 62
Maintenance of way and structures,	142	52,124 43	1 17
Maintenance of equipment,	8	4,758 89	1 90
Conducting transportation,	235	142,046 35	1 97
Total,	396	$214,774 67	$1 75

CHARACTERISTICS OF ROAD.

Bridges:	
Number stone,	4
Number iron,	24
Number wooden,	4
Trestles:	
Number,	4
Aggregate length (feet),	905
Telegraph:	
Miles of line owned by this company,	45
Miles of wire owned by this company,	45
Miles of line operated by this company,	45
Miles of wire operated by this company,	45
Gauge of track,	4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

FAIRCHANCE AND STATE LINE RAILROAD COMPANY.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. L. Pressler,	McKeesport, Pa.,	June 30, 1892.
C. A. Will,	Chicago, Ill.,	do.
M. L. Jenkins,	Pittsburgh,	do.
I. N. Richards,	Pittsburgh,	do.
Wm. Kuhlman,	Ursina, Pa.,	do.
T. S. Allison,	Mt. Pleasant, Pa.,	do.

Postoffice address of general office: 111 Fourth avenue, Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	I. A Jenkins,	Ursina, Pa.
Treasurer,	M. L. Jenkins,	Pittsburgh.

CHARACTERISTICS OF ROAD.

Gauge of track,	36 in.

FALLS CREEK RAILROAD COMPANY.

Date of organization: July 11, 1889.
By what authority incorporated: General laws and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
H. K. Wick,	Argentine, Pa..	July 22, 1891.
R. H. Williams,	Oak Ridge, Pa..	do.
Frank Morrison,	Sharon, Pa.,	do.
C. Z. Gordon,	Brookville, Pa.,	do.

Date of last meeting of stockholders for election of directors: July 25, 1890.
Postoffice address of general office: Falls Creek, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	H. K. Wick,	Argentine, Pa.
Vice President.	R. H. Williams,	Oak Ridge, Pa.
Secretary.	Frank Morrison.	Falls Creek, Pa.
Treasurer,	W. D. Ward.	Buffalo, N. Y.
General Solicitor, Attorney or Counsel.	C. Z. Gordon,	Brookville, Pa.
Auditor,	Geo. D. Adams.	Buffalo, N. Y.
General Freight Agent.	Frank Morrison.	Falls Creek, Pa.
General Superintendent.		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Falls Creek railroad,	Falls Creek, Pa.. . .	London Mine, Pa.,	3	3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$27.196 89	Capital stock,	$30,000 00
Cost of equipment,	2,299 74	Current liabilities,	4,738 54
Cash and current assets,	1,373 63		
Profit and loss,	3,868 28		
Total,	$34,738 54	Total,	$34,738 54

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Enginemen,	1	$960 00	$3 07
Other trainmen,	2	693 49	1 60
Section foreman,	1	480 00	1 60
Other trackmen,	4	1,341 45	1 35
Switchmen, flagmen and watchmen,	1	547 50	1 50
Total,	9	$4,022 44	
Distribution of above:			
Maintenance of way and structures,		$1,821 45	
Maintenance of equipment,		547 50	
Conducting transportation,		1,653 49	
Total,		$4,022 44	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	1	1

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? This company has no funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? No such rentals paid.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

FAYETTE COUNTY RAILROAD COMPANY.

Operated by the Pittsburgh and Connellsville Railroad Company; now operated by the B. & O. R. R. Co.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
E. B. Dawson,	Uniontown, Pa.	Nathaniel Ewing.	Uniontown, Pa.
Dr. F. C. Robinson,	do.	J. V. Thompson.	Uniontown, Pa.
Wm. L. Robinson,	do.	J. M. Beeson,	Hopewood, Pa.
Jno. K. Ewing,	do.		

11-11-91

Date of last meeting of stockholders for election of directors: May 5, 1879.
Postoffice address of general office: Uniontown, Pa.
Postoffice address of operating company: B. & O. Railroad Company, Baltimore, Md.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	E. B. Dawson,	Uniontown, Pa.
Secretary,	J. V. Thompson,	do.
Treasurer,	J. V. Thompson,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Fayette County R. R. Co.,	Uniontown.	Connellsville.	P. & C. R. R. Co.,	12⅝	12⅝

The Fayette County Railroad Company is leased to the P. & C. R. R. Co. for ninety-nine years from November 1, 1864, and all questions not answered by us are supposed to fall to it.

FERNEY MOUNTAIN RAILROAD COMPANY.

Date of organization: January, 1890; chartered July 1, 1890.
By what authority incorporated: Formation and regulation of corporations in Pennsylvania, 1874, 1889. Pages 388 and 389 Brightley's Digest.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Daniel Shepp,	Tamaqua, Pa.,	July 1, 1892.
M. M. MacMillan	Mahanoy City, Pa.,	do.
John J. Hursh,	Tamaqua, Pa.,	do.
Wm. Boyer,	Lock Haven, Pa.,	do.
Israel Boyer,	Lock Haven, Pa.,	do.
L. F. Fritsch,	Tamaqua, Pa.,	do.
W. Jones,	Tamaqua, Pa.,	do.
F. P. Spiece,	Tamaqua, Pa.,	do.
Jas. F. Fisher,	Tamaqua, Pa.,	do.

Date of last meeting of stockholders for election of directors: July 1, 1891.
Postoffice address of general office: Mahanoy City, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Daniel Shepp,	Tamaqua, Pa.
Vice President,	M. M. MacMillan,	Mahanoy City, Pa.
Secretary,	L. F. Fritsch,	Tamaqua, Pa.
Treasurer,	John J. Hursh,	Tamaqua, Pa.
General Manager,	M. M. MacMillan,	Mahanoy City, Pa.
General Passenger Agent,	Wm. R. Jones,	Tamaqua, Pa.
General Ticket and Freight Agent,	F. P. Spiece,	Tamaqua, Pa.
General Superintendent,	Wm. Boyer,	Lock Haven, Pa.
Division Superintendent,	Israel Boyer,	Lock Haven, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ferney Mountain Railroad Company,	Ferney, Pa.,	Waterville,	21	21

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General office clerks,	1	$750 00	
Enginemen,	2		$2 00
Firemen,	2		1 50
Other trainmen,	4		1 50
Section foremen,	1	500 00	
Other trackmen,	4		1 00
Total,	14		

Total yearly expenses, $6,300.00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number wooden,	2	2
Number combination,	1	1
Trestles :		
Number,	1	1
Aggregate length (feet),	27	27

Gauge of track, ... 3 ft. 6 in.

FRANKFORD AND DELAWARE RAILROAD COMPANY.

Date of organization: September 11, 1889.

By what authority incorporated: Act of the General Assembly, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

If a consolidated company, name the constituent companies: No. Not yet constructed.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. E. Thompson,	Philadelphia,	January 12, 1892.
Edmund H. Bell,	do.	do.
George J. Elliott,	do.	do.
H. B. Caldwell,	do.	do.
Arthur W. Toby,	do.	do.
George G. Glenn,	do.	do.
Nathan L. Keyser,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 259 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Wm. E. Thompson.	Philadelphia.
Vice President,	Edmund H. Bell.	do.
Secretary,	John A. Glenn,	do.
Treasurer,	Daniel Lammot, Jr.,	do.
General Solicitor, Attorney or Counsel,	Samuel Gustine Thompson,	do.

Road not yet constructed.

GETTYSBURG AND HARRISBURG RAILROAD COMPANY.

Date of organization: Chartered in 1883.

By what authority incorporated: General railroad laws, State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. H. Loomis,	Philadelphia,	July 30, 1891.
J. M. Landis,	do.	do.
R. Weston,	do.	do.
C. C. Midwood,	do.	do.
H. T. Naisby,	do.	do.
R. Tull,	do.	do.

Date of last meeting of stockholders for election of directors: May 22, 1891.
Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Gettysburg and Harrisburg railroad,	Hunters' Run,	Gettysburg, Pa.,	22.20	22.20
Round Top Branch,	Gettysburg, Pa.,	Round Top, Pa.,	3	3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$526,494 03	Capital stock,	$250,000 00
Cost of equipment,	49,663 64	Funded debt,	280,000 00
Cash and current assets,	61,863 40	Current liabilities,	186,660 44
Profit and loss,	82,539 37	Accrued interest on funded debt not yet payable,	3,900 00
Total,	$720,560 44	Total.	$720,560 44

CONTRACTS, AGREEMENTS, ETC.

United States Government at rate per mile for carrying mails.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bonds,	Hunters' Run, Pa.,	Round Top, Pa.,	25.20	$11,111 11	All.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	. . . . .	. . . . .
Station agents,	8	$3,564 00	$1 45
Other station men,	3	960 00	1 02
Enginemen,	4	3,644 16	2 91
Firemen,	4	2,183 84	1 74
Conductors,	4	3,937 44	3 14
Other trainmen,	7	3,653 52	1 66
Carpenters,	1	720 20	2 36
Other shopmen,	1	600 00	1 98
Section foremen,	8	3,420 00	1 36
Other trackmen,	43	13,316 00	1 00
Switchmen, flagmen and watchmen,	3	1,248 00	1 32
Telegraph operators and dispatchers,	6	2,190 00	1 16
All other employes and laborers,	22	6,912 00	1 00
Total,	117	46,349 16	$1 27
Distribution of above :			
General administration,	3	. . . . .	. . . . .
Maintenance of way and structures,	78	$26,216 00	$1 07
Conducting transportation,	36	20,133 16	1 79
Total,	117	$46,349 16	1 27

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	2	2
Number wooden,	11	11
Number combination,	1	1
Trestles :		
Number,	9	9
Aggregate length (feet),	32	32
Telegraph :		
Miles of line owned by this company,	31.6	31.6
Miles of wire owned by this company,	31.6	31.6

Gauge of track, ... 4 ft. 8½ in.

GRASSY ISLAND RAILROAD COMPANY.

Date of organization : October 19, 1887.

By what authority incorporated : Under act of assembly, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

Not yet completed owing to contest over a grade crossing, and it has not been used in any part to the present time.

If a consolidated company, name the constituent companies : No.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Andrew Langdon,	Buffalo, N. Y.,	January, 1891.
Chas. H. Stearns,	Buffalo, N. Y.,	do.
Geo. T. M. Tilden,	Buffalo, N. Y.,	do.
B. F. Dewey,	Pittston, Pa.,	do.
Arthur R. White,	What Cheer, Iowa.	do.
S. W. White,	What Cheer, Iowa.	do.
Wm. McCullough,	Plainsville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 28, 1889.
Postoffice address of general office: Peckville, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Andrew Langdon,	Buffalo, N. Y.
Secretary,	Chas. H. Stearns,	do.
Treasurer,	Geo. T. M. Tilden,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Grassy Island Railroad Co.,	Near Jessup,	Near Winton,	1	1

It is built for the purpose of transporting coal from the breaker of the Grassy Island Coal Company to the Winton Branch of the Delaware, Lackawanna and Western Railway Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$9,703 70	Capital stock,	$10,000 00
Cash and current assets,	296 30		
Total,	$10,000 00	Total,	$10,000 00

CHARACTERISTICS OF ROAD.

Gauge of track,	4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards or other terminal facilities, does this road use for which it pays a rental: None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

GREENLICK NARROW GAUGE RAILWAY COMPANY.

Date of organization: October 19, 1874.
By what authority incorporated: State charter.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. C. Frick,	Pittsburgh,	June 30, 1892.
Edwin Miles,	Pittsburgh,	do.
Geo. K. Miles,	Pittsburgh,	do.
Geo. A. Hogg,	Pittsburgh,	do.
D. H. Pershing,	Stauffer's Station, Pa.	do.
David White,	Scottdale, Pa.	do.
Nath. Miles,	Scottdale, Pa.	do.
Jos. R. Stauffer,	Scottdale, Pa.	do.
Geo. E. Hogg,	Brownsville, Pa.	do.

Date of last meeting of stockholders for election of directors: June 30, 1891.
Postoffice address of general office: Scottdale, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Daniel H. Pershing.	Stauffer's Station, Pa.
Secretary, Treasurer,	Geo. H. Sewell,	Scottdale, Pa.
Division Superintendent.	David White,	Scottdale, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$37,270 70	Capital stock,	$31,650 00
Cash and current assets,	366 50	Current liabilities,	10,660 64
Other assets:			
Profit and loss,	4,673 44		
Total,	$42,310 64	Total.	$42,310 64

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$700 00	
Enginemen,	1		$2 50
Other trainmen,	2		1 25
Total,	6	$700 00	$5 00
Distribution of above:			
General administration,	3	$700 00	
Conducting transportation,	3		$5 00
Total,	6		

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden,	7
Trestles:	
Number,	3
Aggregate length (feet),	227
Gauge of track,	3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

HANOVER AND YORK RAILROAD COMPANY.

Date of organization: July 9, 1873.

By what authority incorporated: Special act April 21, 1873.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay,	Philadelphia,	January 11, 1892.
W. H. Barnes,	Philadelphia,	do.
J. N. DuBarry,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Geo. D. Kilnefelter,	Hanover, Pa.,	do.
Isaac Loucke,	Hanover, Pa.,	do.
Michael Schall,	York, Pa.,	do.
George P. Smyser,	York, Pa.,	do.
Vacancy.		

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	John S. Young,	Hanover, Pa.
Secretary,	Albert Hewson,	Philadelphia.
Treasurer,	Taber Ashton,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Hanover and York Railroad Company.	Hanover, . .	York, ...	Pennsylvania Railroad Company.	18.35	18.35

Lease to the Pennsylvania Railroad Company, dated April 8, 1875, to continue until expiration of charter of Hanover and York Railroad Company, April 21, 1893, and to be extended if charter is renewed.

Rental—Net earnings.

BONDS OWNED.

Littlestown Railroad Company, ...	$40,000 00

STOCKS OWNED.

Littlestown Railroad Company, ...	$33,550 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$371,826 48	Capital stock, ...	$224,250 00
Bonds of other companies owned, .	40,000 00	Funded debt, ...	191,100 00
Stocks of other companies owned, .	55,264 00	Current liabilities, ...	34,218 02
Cash and current assets, ...	30,676 84	Profit and loss, ...	48,199 30
Total, ...	$497,767 32	Total, ...	$497,767 32

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bond.	Hanover, . . .	York, ...	18.35	$8,174 44

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	1	1
Number wooden, ...	5	5
Trestles:		
Number, ...	1	1
Aggregate length (feet), ...	535	535
Telegraph:		
Miles of line owned by this company, ...	18.60	18.60
Miles of wire owned by this company, ...	37.20	37.20
Miles of line operated by Pennsylvania Railroad Company (lessee), .	18.60	18.60
Miles of wire operated by Pennsylvania Railroad Company (lessee), .	37.20	37.20

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

HARRISBURG AND BEDFORD RAILROAD COMPANY.

Date of organization: December 9, 1890.

By what authority incorporated: Act of April 4, 1868, and supplements thereto. This road has not been constructed and nothing has been done except organizing.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE. ADDRESS.
Thomas B. Kennedy,	Chambersburg, Pa.	Edward B. Watts,	Carlisle. Pa.
W. W. Jennings,	Harrisburg, Pa.	W. H. Barnes,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.	M. C. Kennedy,	Chambersburg, Pa.
J. Herman Bosler,	Carlisle, Pa.	Henry D. Welsh,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.		

Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Secretary and Treasurer,	W. M. Biddle,	do.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of surveys,	$6,948 93	Capital stock,	$30,000 00
Cash and current assets,	30,000 00	Current liabilities,	6,948 93
Total,	$36,948 93	Total,	$36,948 93

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER RAILROAD COMPANY.

Date of organization: Charter approved June 9, 1832.

By what authority incorporated: Special act. June 9, 1832. Acts, February 18, 1834, March 11, 1835, March 17, 1836, March 31, 1837, March 17, 1838, June 27, 1839, May 7, 1841, March 17, 1845, March 16, 1848, April 7, 1848, January 26, 1849, April 9, 1852, April 2, 1853, April 22, 1854, April 4, 1856, April 11, 1856, April 1, 1864, and April 11, 1866.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edmund Smith,	Philadelphia,	September 4, 1891.
Geo. B. Roberts,	Philadelphia,	do.
James Young,	Middletown, Pa.,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
Lewis Elkin,	Philadelphia,	do.
A. J. Cassatt,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Enoch Lewis,	Philadelphia,	do.
Thos. Williams, Jr.,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: September 5, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Edmund Smith,	Philadelphia.
Secretary and Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company.	Dillerville,	Harrisburg,	Pennsylvania Railroad Company.	35.59	35.59
Branch,	Columbia.	Middletown	Pennsylvania Railroad Company.	18.15	18.15
Total mileage,				53.74	53.74

Leased for 999 years from January 1, 1861.

Rental being equal to the dividend on capital stock, 7 per cent. per annum. Interest on funded debt, 4 per cent. per annum. All taxes levied on capital stock and bonds and an organization fund of $2,000 per annum. The lessee pays all expenses of maintenance and operation.

STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.
Pennsylvania Railroad Company, 1,312 shares at $50,	$65,600 00	$3,452 17
Total,	$65,600 00	$3,452 16

GENERAL BALANCE SHEET

DR.		CR.	
Cost of road,	$1,881,210 09	Capital stock,	$1,182,550 00
Stocks of other companies owned,	67,457 22	Funded debt,	700,000 00
Cash and current assets,	55,613 48	Current liabilities,	58,090 50
		Profit and loss,	63,640 29
Total,	$2,004,280 79	Total,	$2,004,280 79

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Dillerville,	Harrisburg,	35.59	
First mortgage bonds,	Columbia,	Middletown,	18.15	
			53.74	$13,025 68

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	2	$1,700 00
Total,	2	$1,700 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF LINE.	IN PENNSYLVANIA.
Bridges:		
Number stone,	12	12
Number iron,	25	25
Number wooden,	1	1
Tunnels:		
Number,	1	1
Maximum length (feet),	162	162
Minimum length,	162	162
Aggregate lingth of all tunnels,	162	162
Telegraph:		
Miles of line owned by this company,	28.14	28.14
Miles of wire owned by this company,	330.92	330.92
*Miles of line operated by Pennsylvania Railroad Company,	62.73	62.73
Miles of wire operated by Pennsylvania Railroad Company,	330.92	330.92
Gauge of track,		4 ft. 9 in.

* 34.59 miles of line belongs to the Western Union Telegraph Company.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

HOMER AND SUSQUEHANNA RAILROAD COMPANY.

Date of organization: May 5, 1890.

By what authority incorporated: Under the general law, approved April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
J. M. Guthrie,	Indiana, Pa.	S. W. Guthrie,	Indiana, Pa.
John W. Sutton,	Indiana, Pa.	John P Elkin,	Indiana, Pa.
B. F. Pitts,	Grant, Pa.	Thomas Fee,	Indiana, Pa.
Harry W. Wilson,	Indiana, Pa.		

Postoffice address of general office: Indiana, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. M. Guthrie,	Indiana, Pa.
Secretary,	Joseph H. Young,	do.
Treasurer,	John B. Taylor,	do.

HORNELLSVILLE, COUDERSPORT AND WESTPORT RAILROAD COMPANY.

Date of organization: February 1, 1890.

By what authority incorporated: Act of the general assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
A. B. Crowell,	Gold, Pa.	L. T. Chapman,	Hornellsville, N. Y.
F. C. Leonard,	Coudersport, Pa.	M. S. Blair,	Friendship, N. Y.
C. L. Peck,	Coudersport, Pa.	Chas. Adsit,	Hornellsville, N. Y.
C. H. Armstrong,	Coupersport, Pa.		

Date of last meeting of stockholders for election of directors: February 1, 1890.
Postoffice address of general office: Coudersport, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	N. J. Peck.	Coudersport, Pa.
Secretary,	C. L. Peck.	Coudersport, Pa.
Treasurer.	Chas. Adsit.	Hornellsville, N. Y.
Chief Engineer,	Frank H. Bailey,	

STOCKS OWNED.

A. B. Crowell,	$150 00
C. H. Armstrong,	150 00
N. J. Peck,	150 00
C. L. Peck,	150 00
Fred. C. Leonard,	150 00
F. H. Bailey,	150 00
C. H. Wickham,	150 00
Chas. Adsit,	250 00
M. S. Blair,	3,700 00
L. T. Chapman,	195,000 00
Total,	$200,000 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road. None.

HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD AND COAL COMPANY.

Date of organization: May 6, 1852.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Long,	Philadelphia, Pa.,	February, 1892.
Jacob Naylor,	Philadelphia, Pa.,	do.
William Bault,	Philadelphia, Pa.,	do.
Johns Hopkins,	Philadelphia, Pa.,	do.
James Whitaker,	Philadelphia, Pa.,	do.
Thos R. Patton,	Philadelphia, Pa.,	do.
Wm. J. Barr,	Philadelphia, Pa.,	do.
John B. Wattson,	Philadelphia, Pa.,	do.
Geo. H. Colket,	Philadelphia, Pa.,	do.
Robt. H. Crozier,	Philadelphia, Pa.,	do.
M. E. McDowell,	Philadelphia, Pa.,	do.
Samuel Bancroft, Jr.,	Wilmington, Del.,	do.

Date of last meeting of stockholders for election of directors: February 3, 1891.

Postoffice address of general office: Manhattan Life Building, S. E. cor. Walnut and Fourth streets, Philadelphia, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Spencer M. Janney,	Philadelphia, Pa.
Secretary and Treasurer,	J. P. Donaldson,	Philadelphia, Pa.
General Manager,	Geo. F. Gage,	Huntingdon, Pa.
General Passenger Agent,	George F. Gage,	Huntingdon, Pa.
General Ticket Agent,		
General Freight Agent,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main Line, H. & B. T. railroad,	Huntingdon,	Mt. Dallas,	45
Shoup's Branch,	Saxton,	Near Broad Top,	9.5
Six Mile Run Branch,	Riddlesburg,	Edge Hill,	4
Sandy Run Branch,	Hopewell,	Cambria Colliery,	2.7
Long's Run, branch of Sandy Run Branch,	Long's Run Junc.,	Kearney,	3
Total mileage,			64.2

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers.	1	$4,500 00	.....
	4	5,040 00	.....
General office clerks,	6	4,810 80	$2 56
Station agents,	30	13,486 02	1 44
Other station men,	3	1,165 96	1 24
Enginemen,	17	14,367 70	2 70
Firemen,	17	8,166 50	1 53
Conductors,	18	13,522 72	2 40
Other trainmen,	28	15,249 86	1 74
Machinists,	15	6,753 86	1 44
Carpenters,	31	16,009 24	1 65
Other shopmen,	50	20,658 62	1 32
Section foremen,	20	8,639 34	1 38
Other trackmen,	94	31,796 95	1 08
Switchmen, flagmen and watchmen,	8	2,779 56	1 11
All other employes and laborers,	12	6,760 05	1 80
Total,	354	$173,707 18	.....

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron,	16
Number wooden,	42
Trestles:	
Number,	43
Aggregate length,	8,113
Telegraph:	
Miles of line owned by this company,	53
Miles of wire owned by this company,	58
Miles of line operated by this company,	53
Miles of wire operated by this company,	58
Gauge of track,	4 ft. 8½ in.

IRONTON RAILROAD COMPANY.

Date of organization: 1859.

By what authority incorporated: State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Thomas,	Catasauqua, Pa.,	October, 1891.
Benjamin G. Clark,	New York city,	do.
John Thomas,	Hokendauqua, Pa.,	do.
Edwin Mickly,	Hokendauqua, Pa.,	do.
John T. Knight,	Easton, Pa.,	do.
Wm. W. Marsh,	Schooley's Mountain, N. J.,	do.

Date of last meeting of stockholders for election of directors: October, 1890.

Postoffice address of general office: Easton, Pa.

12-11-91.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Samuel Thomas,	Catasauqua, Pa.
Secretary and Treasurer,	John T. Knight,	Easton, Pa.
General Superintendent,	William Andrews,	Allentown, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ironton Railroad Company,	Coplay,	Ironton,	5½	5½
	Junction,	Singersville,	3½	3½
Total mileage operated,			9	9

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$200,000 00	Capital stock,	$200,000 00
Lands owned,	437 50	Current liabilities,	10.134 59
Cash and current assets,	99,890 30	Profit and loss,	90,193 21
Total,	$300,227 80	Total,	$300,227 80

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$1,200 00	
General office clerks,	1	600 00	
Enginemen,	1	849 75	$2 71
Firemen,	1	623 75	1 99
Other trainmen,	4	2,232 64	1 76
Machinists,	1	636 80	2 00
Section foremen,	1	600 00	2 00
Other trackmen,	11	2,921 74	1 20
Switchmen, flagmen and watchmen,	1	441 30	1 20
Total,	22	$10,105 98	
Distribution of above:			
General administration,	2	$1,800 00	
Maintenance of way and structures,	12	3,521 74	
Maintenance of equipment,	1	636 80	
Conducting transportation,	7	4,147 44	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	22		
Total yearly compensation of employes in Pennsylvania,		$10,105 98	

CHARACTERISTICS OF ROAD.

Number wooden bridges,	11
Gauge of track,	4 ft. 8½ in.

JAMESTOWN AND FRANKLIN RAILROAD COMPANY.

Date of organization: April 5, 1862.

By what authority incorporated: Special act, Commonwealth of Pennsylvania. An act to incorporate the Jamestown and Franklin Railroad Company, approved April 5, A. D. 1862, a supplement to said act, approved March 9, A. D. 1863, further supplement, approved April 19, A. D. 1864, a further supplement, approved February 25, A. D. 1869.

If a consolidated company, name the constituent companies: Junction Railroad Company. Charter in effect September 19, 1870, under general laws of the Commonwealth of Pennsylvania. Consolidated with Jamestown and Franklin Railroad Company December 7, 1870.

Operated by the Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Newell,	Cleveland, Ohio,	January 11, 1892.
O. G. Getzen-Danner,	Cleveland, Ohio,	do.
Leonard Watson,	Denver, Col.,	do.
S. P. McCalmont,	Franklin, Pa.,	do.
J. C. Cornwell,	Stoneboro', Pa.,	do.
Robt. P. Cann,	Stoneboro', Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Stoneboro', Pa.

Postoffice address of operating company: Cleveland, Ohio.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Rasselas Brown,	Warren, Pa.
Secretary,	J. C. Cornwell,	Stoneboro', Pa.
Treasurer,	Robt. P. Cann,	Stoneboro', Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Jamestown and Franklin railroad.	Jamestown, Pa.,	Oil City, Pa.,	Lake Shore and Michigan Southern Railway Company.	50.91	50.91
Total mileage,				50.91	50.91

The Lake Shore and Michigan Southern Railway Company contracts to operate the railroad of the Jamestown and Franklin Railroad Company for the term of five (5) years from January 1, 1890.

The said Lake Shore company at its own cost is to maintain, manage, operate and keep in efficient public use the railroad of said Jamestown and Franklin company

with its structures and appurtenances in all substantial respects as if it (the Lake Shore company) were the owners thereof, and to furnish and keep in repair all motive power and rolling stock properly adapted and adequate for the business thereof, and to operate said railroad in connection with and as a part of its (said Lake Shore) system of roads, and to so adjust rates and conduct business so as to encourage, develop and increase both the local and through traffic upon said Jamestown and Franklin railroad. The fixing of rates and tariffs to be done by said Lake Shore company, but that it shall be done with a view to obtain the greatest practicable income and best net results to said Jamestown and Franklin company. Said Lake Shore company to pay all taxes, except such taxes as may be imposed by State of Pennsylvania or United States upon tonnage, dividends on stocks or interest on bonds. The Jamestown and Franklin company to keep up at its own expense its corporate organization. The said Lake Shore company to pay to said Jamestown and Franklin company thirty (30) per cent. of the gross income of said Jamestown and Franklin railroad.

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road,	$2,631,864 82	Capital stock,	$607,243 00	
Lands owned,	34,607 79	Funded debt,	798,000 00	
Cash and current assets,	8,266 74	Current liabilities,	1,230,977 20	
		Accrued interest on funded debt not yet payable,	2,916 67	
				$2,639,136 87
		Profit and loss,		35,602 48
Total,	$2,674,739 35	Total,		$2,674,739 35

CONTRACTS, AGREEMENTS, ETC.

All contracts are made by the lessee.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Jamestown,	Oil City,	50.91	$5,853 47
Second mortgage bonds,	Jamestown,	Oil City,	50.91	9,821 25

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
All other employes and laborers,	2	$750 00
Total,	2	$750 00
Distribution of above:		
General administration,	2	$750 00
Total,	2	$750 00
Employes in Pennsylvania:		
Total number of employes in Pennsylvania,	2	$750 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	9	9
Trestles:		
Number,	8	8
Aggregate length (feet),	935	935
Tunnels:		
Number,	1	1
Maximum length (feet),	925	925
Minimum length (feet),	925	925
Aggregate length of all tunnels,	925	925

Gauge of track, ... 4 ft. 8½ in.

JEFFERSON RAILROAD COMPANY.

Date of organization: February 15, 1864.

By what authority incorporated: Special charter under act of April 28, 1851, confirmed by act of March 16, 1863, of Pennsylvania Legislature.

If a consolidated company, name the constituent companies: Not consolidated..

Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Hines,	Scranton, Pa.,	Second Tuesday in June, 1892.
J. Lowber Welsh,	Philadelphia, Pa.,	do. do.
Eben F. Barker,	Philadelphia, Pa.,	do. do.
J. V. Darling,	Wilkes-Barre, Pa.,	do. do.
John King,	New York, N. Y.,	do. do.
E. B. Thomas,	New York, N. Y.,	do. do.
A. R. MacDonough,	New York, N. Y.,	do. do.

Date of last meeting of stockholders for the election of directors: Second Tuesday in June, 1891.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. Lowber Welsh,	Philadelphia, Pa.
Secretary,	A. R. MacDonough,	21 Cortlandt street, New York city.
Treasurer,	Edward White,	21 Cortlandt street, New York city.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,572,785 35	Capital stock,	$2,096,050 00
		Funded debt,	3,100,000 00
		Advances for construction:	
		Erie Railway Co., $912,632 11	
		N. Y., L. E. & W. R. R. Co., 464,103 24	
			1,376,735 35
Total,	$6,572,785 35	Total,	$6,572,785 35

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Lanesboro',	Carbondale,	36.65	$76,398 36
First mortgage,	Hawley,	Honesdale,	8.21	24,847 75
First mortgage,	Hawley,	Honesdale,	8.21	11,693 06

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	10	10
Trestles:		
Number,	1	1
Aggregate length (feet),	530	530
Telegraph:		
Miles of line owned by this company,	39	39
Miles of wire owned by this company,	39	39
Miles of line operated by this company,	39	39
Miles of wire operated by this company,	39	39

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight taffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

JOHNSONBURG RAILROAD COMPANY.

Date of organization: Chartered March 14, 1877; organized during that year.

By what authority incorporated: By an act of Assembly of the Commonwealth of Pennsylvania approved the 4th day of April, A. D. 1868, and the several supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Bayard Henry,	Philadelphia,	Second Monday in April, 1892.
J. N. DuBarry,	do.	do.
Henry D. Welsh,	do.	do.
C. H. Allen,	do.	do.
Chas. W. Henry,	do.	do.
N. Thouron,	do.	do.
Wm. A. Patton,	do.	do.

Date of last meeting of stockholders for election of directors: April 13, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. Bayard Henry,	Philadelphia.
Secretary and Treasurer,	J. S. Vanzant,	do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
	From—	To—			
Johnsonburg Railroad Company.	Johnsonburg, Pa.,	Clermont, Pa.,	Pennsylvania Railroad Company.	19.69	19.69
Total mileage,				19.69	19.69

The Johnsonburg Railroad Company is leased to the Pennsylvania Railroad Company for a period of fifty years from the 8th day of July, A. D. 1889, and is operated by that company under said lease, the term of which provides that the lessee shall pay all operating expenses, including taxes, interest on equipment and organization expenses, the balance of net earnings to be paid to lessor and by it applied, first, to payment of interest on outstanding bonds; second, to payment of five per centum per annum on outstanding capital stock, the balance to be divided equally between lessee and lessor. The lessee reserves the right, under certain conditions and upon giving six months' notice in writing of its intention so to do, to cancel and annul said lease at any time after the expiration of five years from the date thereof.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$400,781 59	Capital stock,	$200,000 00
Lands owned,	3,700 00	Funded debt,	200,000 00
Other assets:		Current liabilities,	35,161 84
Profit and loss,	30,680 25		
Total,	$435,161 84	Total,	$435,161 84

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage coupon,	Johnsonburg,	Clermont,	19.69	$10,157 44

EMPLOYES AND SALARIES.

General officers,	2
Total,	2
Employes in Pennsylvania,	2

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	9	9
Telegraph:		
Miles of line owned by this company,	20	
Miles of wire owned by this company,	20	
Miles of line operated by Pennsylvania Railroad Company, lessee,	20	
Miles of wire operated by Pennsylvania Railroad Company, lessee,	20	

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: See report of Pennsylvania Railroad Company, lessee.

Name all the companies commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: See report of Pennsylvania Railroad Company, lessee.

JOHNSONBURG AND BRADFORD RAILROAD COMPANY.

Date of organization: November 15, 1887.
By what authority incorporated: Laws of the State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Adrian Iselin,	New York, N. Y.	Victor Guillon,	Philadelphia.
Columbus O'D. Iselin,	New York, N. Y.	Thomas Tobin,	Philadelphia.
Henry Fatio,	New York, N. Y.	R. D. Maxwell,	Philadelphia.
Alfred Roosevelt,	New York, N. Y.	Franklin Platt,	Philadelphia.
E. G. Platt,	Philadelphia.		

Date of last meeting of stockholders for election of directors: January 20, 1891.
Postoffice address of general office: 36 Wall street, New York, N. Y.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Adrian Iselin,	New York, N. Y.
Secretary and Treasurer,	Henry Fatio,	New York, N. Y.
General Solicitor, Attorney or Counsel,	C. D. McCawley,	Ridgway, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$46,285 78	Capital stock,	$21,000 00
		Unfunded debt,	25,285 78
Total,	$46,285 78	Total,	$46,285 78

JONES LAKE RAILROAD COMPANY.

Date of organization: September 8, 1887.
By what authority incorporated: Act of General Assembly of Pennsylvania, approved April 4, 1868.
Operated by the Erie and Wyoming Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
John B. Smith,	Dunmore, Pa.	George H. Catlin,	Scranton, Pa.
George B. Smith,	Dunmore, Pa.	Henry Beyea,	Dunmore, Pa.
A. D. Blackington,	Dunmore, Pa.	S. B. Bulkley,	Dunmore, Pa.

Postoffice address of general office: Dunmore, Pa.
Postoffice address of operating company: Dunmore, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	George H. Catlin.	Scranton, Pa.
Secretary, ...	A. D. Blackington, ...	Dunmore, Pa.
Treasurer and Superintendent, ...	George B. Smith, ...	Dunmore, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Jones Lake railroad, . .	Lake Junction. . .	Jones Lake, . . .	Erie and Wyoming Valley.	1¼

Leased and operated by the Erie and Wyoming Valley Railroad Company. Rental $1,200.00 per year. Operating company to maintain the road, pay the taxes, etc.

JUNCTION RAILROAD COMPANY.

Date of organization: May 28, 1860.

By what authority incorporated: State of Pennsylvania, acts of May 3, 1860 (P. L. p. 780), March 23, 1861 (P. L. p. 177), April 26, 1864 (P. L. p. 609), April 11 1862 (P. L. 1867, p. 1349), February 2, 1865 (P. L. p. 88).

If a consolidated company, name the constituent companies: Not a consolidated company.

Operated by the Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts, ...	233 South Fourth street, Philadelphia, .	April 6, 1892.
N. Parker Shortridge, ...	Wynnewood, Montgomery county, Pa.,	do.
Jno. P. Green, ...	233 South Fourth street, Philadelphia, .	do.
A. A. McLeod, ...	227 South Fourth street, Philadelphia, .	do.
J. N. DuBarry.	233 South Fourth street, Philadelphia, .	do.

Date of last meeting of stockholders for election of directors: April 7, 1891.

Postoffice address of general office: 233 South Fourth street Philadelphia.

Postoffice address of operating company: Pennsylvania Railroad Company, and Philadelphia, Wilmington and Baltimore Railroad Company, 233 South Fourth street, Philadelphia; Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	George B. Roberts,	233 S. Fourth street, Philadelphia.
Secretary,	J. C. Sims,	233 S. Fourth street, Philadelphia.
Treasurer,	R. W. Smith,	233 S. Fourth street, Philadelphia.
General Solicitor, Attorney or Counsel.	John Scott,	233 S. Fourth street, Philadelphia.
Comptroller,	R. W. Downing,	233 S. Fourth street, Philadelphia.
Assistant Comptroller,	M. Riebenack,	233 S. Fourth street, Philadelphia.
Superintendent.	Wm. J. Latta,	Broad Street Station, Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Junction Railroad, Philadelphia,	Belmont,	Thirty-fifth street,	1.89	1.89
	North end of Market street tunnel,	Gray's Ferry,	1.67	1.67
Total mileage operated,			3.56	3.56

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company, and Philadelphia and Reading Railroad Company run their trains over the Junction railroad, paying to the Junction railroad a certain rate per car per mile for trackage. The Junction Railroad Company paying the company moving the traffic for use of its motive power.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,034,829 40	Capital stock,	$256,000 00
Cash and current assets,	107,186 41	Funded debt,	725,000 00
		Current liabilities,	15,372 97
		Profit and loss,	151,642 84
Total,	$1,142,015 81	Total.	$1,142,015 81

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.	Miles.	Amount of mortgage per mile of line.
First mortgage extended,	In Philadelphia,	3.56	$119,382 02
Second mortgage,	In Philadelphia,	3.56	84,269 67

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$1,700 00	. . . . .
General office clerks,	2	1,428 00	$1 96
Section foremen,	1	830 00	2 27
Other trackmen,	21	6,099 72	1 33
Switchmen, flagmen and watchmen,	9	4,661 02	1 57
Telegraph operators and dispatchers,	5	1,093 87	56
All other employes and laborers,	3	330 00	30
Total,	43	$16,142 61	$1 30
Distribution of above:			
General administration,	4	$3,128 00	$4 29
Maintenance of way and structures,	34	11,920 74	5 47
Conducting transportation,	5	1,093 87	56
Total,	43	$16,142 61	$1 30

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	4	4
Tunnels:		
Number,	2	2
Maximum length (feet),	754	754
Minimum length (feet),	188	188
Aggregate length of all tunnels (feet),	942	942
Telegraph:		
Miles of line owned by this company,	1.67	. . . . .
Miles of wire owned by this company,	15.73	. . . . .
Miles of line operated by this company,	1.67	. . . . .
Miles of wire operated by this company,	15.73	. . . . .
Gauge of track,	4 ft. 9 in.	

KENDALL AND ELDRED RAILROAD COMPANY.

Date of organization: April 4, 1878.

By what authority incorporated: Organized under the act of General Assembly of Pennsylvania approved April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and various supplements thereto.

Operated by the Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Calvin H. Allen,	Mills Building, New York city.	George E. Bartol.	139 S. Front St., Philadelphia.
John D. Probst,	52 Exchange Place, N. Y. city.	Wm. T. Tiers.	11 S. Front St., Philadelphia.
Edward L. Owen,	71 Wall street, New York city.	E. W. Clark, Jr.,	Bullitt Building, Philadelphia.
Saml. G. DeCoursey,	242 S. Third St., Philadelphia.		

Date of last meeting of stockholders for election of directors : January 14, 1889.

Postoffice address of general office : 84 Exchange street, Buffalo, N. Y.

Postoffice address of operating company : Western New York and Pennsylvania Railroad Company, 84 Exchange street, Buffalo, N. Y.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Calvin H. Allen,	New York city.
Vice President,	Saml. G. DeCoursey,	Philadelphia.
Secretary,	Joseph R. Trimble,	Philadelphia.
Treasurer,	Franklin S. Buell,	Buffalo.
Auditor,	Wm. L. Doyle,	Buffalo.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kendall and Eldred. . .	Eldred, ...	Tarport. . . .	Western New York and Pennsylvania Railroad Company.	18.28	18.28

This road is leased to the Western New York and Pennsylvania Railroad Company and its operations are included in the report of that company, to which you are respectfully referred.

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company, of all and singular the railway of the Kendall and Eldred Railroad Company.

Recorded in McKean county, Pennsylvania, February 16, 1882, in mortgage book, vol. M, page 261, also July 21, 1882, in deed book, vol. 16, page 103.

Nine hundred and ninety-nine years from December 8, 1881.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 3 feet.

KENSINGTON AND TACONY RAILROAD COMPANY.

Date of organization: March 25, 1884.

By what authority incorporated : General law of April 4, 1868.

If a consolidated company, name the constituent companies: Frankford Creek Railroad Company was consolidated with Kensington and Tacony Railroad Company April 14, 1891.

Frankford Creek Railroad Company organized March 17, 1890.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay.	Philadelphia,	March 15, 1892.
W. H. Barnes,	Philadelphia,	do.
John P. Green.	Philadelphia,	do.
Wm. A. Patton.	Philadelphia,	do.
Henry D. Welsh,	Philadelphia.	do.
N. Parker Shortridge.	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: March 24, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer.	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
Kensington and Tacony Railroad Company.	West end of Tacony yard, 450 feet from south line of Oxford street, Philadelphia,	A point 70 feet from east line of Magee street, Philadelphia.	Pennsylvania Railroad Company.	.38	.38
	100 feet west of Dark Run Lane, Philadelphia.	465 feet east of Bridge street, Philadelphia.	Pennsylvania Railroad Company.	.58	.58
	Connection Philadelphia and Trenton railroad at Tioga street, Philadelphia.	200 feet east of Venango street, Philadelphia.	Pennsylvania Railroad Company.	1.32	1.32
Total mileage,				2.28	2.28

Leased to the Pennsylvania Railroad Company for five years from January 1, 1887. Lease dated November 9, 1887. Rental, thirty dollars ($30) per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$214,987 71	Capital stock,	$200,000 00
Cash and current assets,	84,198 97	Current liabilities,	99,272 54
Profit and loss.	85 86		
Total,	$299,272 54	Total.	$299,272 54

IMPORTANT CHANGES DURING THE YEAR.

Consolidation with Frankford Creek Railroad Company April 14, 1891.

EMPLOYES AND SALARIES.

General officers, 3; no yearly compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	1	1
Trestles:		
Number,	2	2
Aggregate length (feet),	1,048	1,048
Gauge of track,		4 ft. 9 in.

KETTLE CREEK RAILROAD COMPANY.

Date of organization: February 4, 1891.

By what authority incorporated; General law.

If a consolidated company, name the constituent companies: Not a consolidated company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Hiram A. Merriman,	Williamsport, Pa.,	Next election.
Robert H. Munson,	Bay Mills, Mich.,	do.
C. La Rue Munson,	Williamsport, Pa.,	do.
David Bly,	Williamsport, Pa.,	do.
W. E. C. Merriman,	Williamsport, Pa.,	do.
Geo. R. Curtis,	Meriden, Conn.,	do.
Chas. R. Noyes,	Westport, Pa.,	do.
Jesse Munson,	Bradford, N. Y.,	do.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Edgar Munson,	Williamsport, Pa.
Vice President,	Chas. R. Noyes,	Westport, Pa.
Secretary,	W. E. C. Merriman,	Williamsport, Pa.
Treasurer,	Addison Candor,	Williamsport, Pa.
General Solicitor, Attorney or Counsel,	Candor & Munson,	Williamsport, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,322 04	Capital stock paid in,	$2,800 00
Cash and current assets.	477 96		
Total,	$2,800 00	Total,	$2,800 00

IMPORTANT CHANGES DURING THE YEAR.

This railroad is under construction and no further report than herein contained can be made at this time. More than $2,000.00 has been expended on engineering and grading.

KINZUA RAILWAY COMPANY.

Date of organization: January 18, 1881.

By what authority incorporated: Organized under the act of General Assembly of Pennsylvania, approved April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Calvin H. Allen, . . .	Mills Building, New York.	George E Bartol. . .	139 South Front St., Phila.
Edward L. Owen, . .	71 Wall street, New York.	Wm. T. Tiers, . . .	11 South Front St., Phila.
John D. Probst, . . .	52 Exchange Pl., New York.	E. W. Clark, Jr., . .	Bullitt Building, Phila.
Saml. G. DeCoursey,	242 South 3d street, Phila.		

Date of last meeting of stockholders for election of directors: January 14, 1889.

Postoffice address of general office: 84 Exchange street, Buffalo, N. Y.

Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President, ...	Calvin H. Allen, ...	New York city.
Vice President, ...	Saml. G. DeCoursey, ...	Philadelphia.
Secretary, ...	Joseph R. Trimble, ...	Philadelphia.
Treasurer, ...	Franklin S. Buell, ...	Buffalo.
Auditor, ...	Wm. L. Doyle, ...	Buffalo.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kinzua railway, ...	Kinzua Junction,	Kinzua, . . .	Western New York and Pennsylvania R. R. Co.	14.04	14.04

This road is leased to the Western New York and Pennsylvania Railroad Company and its operations are included in the report of that company, to which you are respectfully referred.

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company of all and singular the railway of the Kinzua Railway Company of Pennsylvania.

Recorded in McKean county, Pennsylvania, February 16, 1882, in mortgage book, volume "M," page 252, also July 21, 1882, in deed book, volume 16, page 94, and in Warren county, Pennsylvania, February 15, 1882, in deed book 47, page 522.

Nine hundred and ninety-nine years from December 8, 1881.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 3 feet.

KINZUA CREEK AND KANE RAILROAD COMPANY.

Date of organization: June 16 1888.

By what authority incorporated: By an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,' approved the 8th day of June, A. D. 1874."

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
G. W. Campbell,	Kane, Pa.	M. Springer,	Kane. Pa.
J. W. Campbell,	do.	C. A. Buchanan.	do.
E. W. Campbell,	do.	Richard W. Smith,	do.
C. D. Campbell,	do.		

Postoffice address of general office: Kane, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	G. W. Campbell,	Kane, Pa.
Auditor,	C. A. Buchanan,	do.
General Manager,	J. W. Campbell,	do.
General Freight Agent,	Richard W. Smith,	do.
General Superintendent,	E. W. Campbell,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Kinzua Creek and Kane railroad,	Kane, Pa.,	Negleyville, on W. N. Y. & P. R. R.	12½	12½

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$46,401 24	Capital stock,	$65,600 00
Cost of equipment,	19,188 15	Funded debt,	5,000 00
Profit and loss,	5,034 14	Current liabilities,	23 53
Total,	$70,623 53	Total,	$70,623 53

IMPORTANT CHANGES DURING THE YEAR.

One hundred and ten shares of stock has been issued.

During the year the gauge of this road has been altered and widened from 3-foot gauge to 4-foot-9-inch gauge. Equipment was altered, exchanged, and new purchased to suit a 4-foot-9-inch gauge.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		
	From—	To—	Miles.
Second mortgage bond, $5,000 00,	Kane,	Negleyville,	12½

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,		$1,100 00
Station agents,	1	940 70
Enginemen,	2	2,952 51
Firemen,	2	
Conductors,	2	2,544 80
Other trainmen,	4	
Carpenters,	2	1,243 82
Section foremen,	2	3,228 98
Other trackmen,	10	
Total,	25	$12,006 81
Distribution of above:		
General administration,		$1,100 00
Maintenance of way and structures,		3,224 98
Maintenance of equipment,		1,243 82
Conducting transportation,		6,438 01
Total,	25	$12,006 81
Employes in Pennsylvania:		
Total number of employes in Pennsylvania,	25	
Total yearly compensation of employes in Pennsylvania,		$12,006 81

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	27	27
Trestles:		
Number,	2	2
Aggregate length (feet),		500
Gauge of track,		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

KINZUA HEMLOCK RAILROAD COMPANY.

Date of organization: June 12, 1890.
By what authority incorporated: April 14, 1868.
If a consolidated company, name the constituent companies: Not consolidated.
Operated by the Mt. Jewett, Kinzua and Riterville Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
D. M. Longshore,	Kane, Pa.,	January 11, 1892.
D. T. Hall,	do.	do.
J. D. Brooder,	do.	do.
Joshua Davis,	do.	do.
Thos. L. Kane,	do.	do.
J. D. Magowen,	do.	do.
J. D. Watts,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: Kushequa, Pa.
Postoffice address of operating company: Mt. Jewett, Kinzua and Riterville Railway Company.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Thos. L. Kane,	Kane, Pa.
Secretary,	J. D. Watts,	Kane, Pa.
Treasurer,	D. M. Longshore,	Kane, Pa.
Chief Engineer,	M. J. Dill,	Kane, Pa.
Auditor,	J. D. Watts,	Kane, Pa.
General Manager,	B. F. Matteson,	Kushequa, Pa.
Division Superintendent,	Thos. McClellan,	Mt. Jewett, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Kinzua Hemlock Railway Company,	Camp Halsey,	Town Line,	8.50	8.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$43,400 15	Capital stock,	$60,000 00
Cost of equipment,	929 69	Current liabilities,	1,550 04
Cash and current assets,	17,220 20		
Total,	$61,550 04	Total,	$61,550 04

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

KINZUA VALLEY RAILROAD COMPANY.

Date of organization: March 30, 1889.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

If a consolidated company, name the constituent companies: Not a consolidated company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. S. Bullis,	Olean, N. Y.,	March 28, 1892.
John Byrne,	New York, N. Y.,	do.
F. E. Brooks,	Bradford, Pa.,	do.
J. C. French,	Olean, N. Y.,	do.
G. L. Roberts,	Bradford, Pa.,	do.
C. D. Williams,	Bradford, Pa.,	do.
H. S. Hastings,	Bradford, Pa.,	do.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	S. S. Bullis,	Olean, N. Y.
Vice President,	John Byrne,	New York, N. Y.
Secretary,	H. S. Hastings,	Bradford, Pa.
Treasurer,	F. E. Brooks,	Bradford, Pa.
Auditor,	F. L. Stowell,	Olean, N. Y.
General Passenger Agent,	J. E. Rooney.	Olean, N. Y.
General Freight Agent,	J. E. Rooney,	Olean, N. Y.
General Superintendent,	J. C. French,	Olean, N. Y.

PROPERTY OPERATED,

Kinzua Valley railroad, from Morrison, Pa., to Town Line, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$35,411 57	Capital stock,	$31,876 12
Profit and loss,	263 52	Current liabilities,	3,798 97
Total,	$35,675 09	Total,	$35,675 09

LACKAWANNA AND MONTROSE RAILROAD COMPANY.

Date of organization: September 30, A. D. 1889.

By what authority incorporated: Articles of association filed under the general railroad laws. Filed September 30, 1889. Being under fifteen miles, it came under the act of 13th of May, 1876.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. J. Mulford	Montrose, Pa.	First Thursday in January, 1892.
H. L. Beach	do.	do. do.
D. Sayre	do.	do. do.
T. J. Davies	do.	do. do.
J. Griffis	do.	do. do.
H. P. Read	do.	do. do.
E. P. Pope	do.	do. do.
R. M. Bostwick	do.	do. do.
J. R. Cooley	do.	do. do.
W. W. Williams	do.	do. do.
W. H. Jessup	do.	do. do.
W. G. Parke	do.	do. do.

Date of last meeting of stockholders for election of directors: First Thursday of January, 1891.

Postoffice address of general office: Montrose, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	W. D. Lusk	Montrose, Pa.
Vice President	W. W. Williams	do.
Secretary	H. P. Read	do.
Treasurer	Amos Nichols	do.

GENERAL BALANCE SHEET.

DR.		CR.	
Total cost of road	$39,372 72	Total capital stock	$150,000 00
Total cash and current assets	14,430 10	Total current liabilities	17,067 82

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number	1	1
Aggregate length (feet)	900	900

LANCASTER AND READING NARROW GAUGE RAILROAD COMPANY.

Date of organization: September 25, 1871.

By what authority incorporated: Act approved May 10, 1871, Pamphlet Laws, 1872, appendix, p. 1287. Supplement approved March 28, 1872, Pamphlet Laws, 1872, p. 652. Supplement approved April 3, 1873, Pamphlet Laws, 1873, p. 494.

Operated by the Reading and Columbia Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. H. Peacock,	Lancaster, Pa.,	January 4, 1892.
John R. Bitner,	Lancaster, Pa.,	do.
John Keller,	Lancaster, Pa.,	do.
B. F. Breneman,	Lancaster, Pa.,	do.
George M. Franklin,	Lancaster, Pa.,	do.
W. U. Hensel,	Lancaster, Pa.,	do.
William Leaman,	Lancaster, Pa.,	do.
George W. Hensel,	Quarryville, Pa.,	do.
Daniel D. Hess,	Quarryville, Pa.,	do.
Robert Montgomery,	Quarryville, Pa.,	do.
Charles H. Geiger,	Quarryville, Pa.,	do.
Daniel Bair,	New Providence, Pa.,	do.
Daniel Herr,	Refton, Pa.,	do.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. H. Peacock,	Lancaster, Pa.
Secretary and Treasurer,	William Leaman,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lancaster and Reading Narrow Gauge Railroad Company.	Lancaster,	Quarryville,	Reading and Columbia Railroad Co.	15½	15½

On the 13th day of March, 1874, this company entered into a contract with Wm. H. Bines, representing the Philadelphia and Reading Railroad Company, to complete the Quarryville section as a railroad of the gauge of four feet eight and a half inches, and on the same day executed a lease of the said Quarryville section to the Reading and Columbia Railroad Company, for a term of nine hundred and ninety-nine years, to take effect from and after the completion of the work of construction under the contract aforesaid. The work of construction was completed under the contract

aforesaid on the 12th day of May, 1875, and the lease to the Reading and Columbia Railroad Company went into operation on that date.

The Reading and Columbia Railroad Company pays the interest on the bonds or obligations of the Quarryville section amounting to $350,000, secured by mortgage, and all taxes and assessments in addition to said interest, and is also to make provision for the payment, renewal, or extension of the debts represented by the outstanding obligations.

The Reading and Columbia Railroad Company has entire control of the transportation, operation and maintenance of the leased road, and retains seventy per cent. of the gross receipts accruing from all the trade, travel, mail service, business and commerce of every kind for said purposes. The Reading and Columbia Railroad Company, after paying the interest and taxes on the obligations amounting to $350.000, is to account out of the remaining thirty per cent. of the said gross receipts to the Lancaster and Reading Narrow Gauge Railroad Company for the surplus. Monthly reports of the earnings and expenditures of the road are to be made to the Lancaster and Reading Narrow Gauge Railroad Company, and settlements are to be made every six months. No surplus has been accounted for under the said terms of the said lease.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	TO—	Miles.	
First mortgage bonds, due January 1, 1893, bearing interest at seven per cent., payable semi-annually, $350,000, ...	Lancaster, . . .	Quarryville, . .	15½	$22,580 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

Organization: The company is a consolidation of the following roads. The Buffalo and State Line railroad, extending from the city of Buffalo, in the State of New York, westward to the state line of Pennsylvania (sixty-eight miles).

The Erie and North-East railroad, extending from the state line of Pennsylvania to the city of Erie, in the State of Pennsylvania (twenty miles). These two roads were consolidated, under the name of the Buffalo and Erie Railroad Company, in the year 1867, in pursuance of laws of the States of New York and Pennsylvania.

The Cleveland, Painesville and Ashtabula railroad, extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio (ninety-five miles).

The Cleveland and Toledo railroad, extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio (one hundred and thirteen miles).

With a branch, or northern division, extending from Elyria, twenty-six miles west of Cleveland, to the city of Sandusky, in the State of Ohio (thirty-five miles).

Also, extending from Oak Harbor, twenty-six miles west of Sandusky, to Millbury, near Toledo (fifteen miles).

These two roads last mentioned were consolidated, under the name of the Lake Shore Railway Company, in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania.

The Michigan Southern and Northern Indiana railroad, extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois (two hundred and forty-four miles).

This road was consolidated with the Lake Shore Railway Company under the name of the Lake Shore and Michigan Southern Railway Company, in May, 1869, pursurant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois.

In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming a continuous line of railway, five hundred and forty miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois. This company owns and controls branches as follows:

Elyria, Ohio, to Sandusky, Ohio (thirty-five miles). Oak Harbor, Ohio, to Millbury, Ohio (fifteen miles). Toledo, Ohio, to Elkhart, Indiana, Air Line (one hundred and thirty-three miles). Adrian, Michigan, to Jackson, Michigan (forty-six miles). Adrian, Michigan, to Monroe, Michigan (thirty-three miles).

The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company:

The Detroit, Monroe and Toledo railroad, extending from Toledo, in the State of Ohio, to the city of Detroit, in the State of Michigan (sixty-five miles).

The Kalamazoo and White Pigeon railroad, extending from White Pigeon, Michigan, to Kalamazoo, Michigan (thirty-seven miles).

The following roads are operated by this company under leases:

The Jamestown and Franklin railroad, extending from Jamestown, Pennsylvania, where it connects with the Erie and Pittsburgh railroad, to Oil City, Pennsylvania (fifty-one miles).

It is contemplated at an early day to construct the line from Jamestown to our main line at Ashtabula, Ohio.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. K. Vanderbilt,	New York, N. Y.,	May, 1894.
Cornelius Vanderbilt,	New York, N. Y.,	May, 1893.
Fred. W. Vanderbilt,	New York, N. Y.,	May, 1892.
Samuel F. Barger,	New York, N. Y.,	May, 1894.
Darius O. Mills,	New York, N. Y.,	May, 1893.
Edwin D. Worcester,	New York, N. Y.,	May, 1892.
H. McK. Twombly,	New York, N. Y.,	May, 1894.
Wm. L. Scott,	Erie, Pa.,	May, 1893.
Charles M. Reed,	Erie, Pa.,	May, 1894.
Rasselas Brown,	Warren, Pa.,	May, 1893.
John Newell,	Cleveland, O.,	May, 1892.
John DeKaven,	Chicago, Ill.,	May 1892.
John E. Burrill,	New York, N. Y.,	May, 1892.

Date of last meeting of stockholders for election of directors: May 6, 1891.

Postoffice address of general office: Cleveland, Ohio.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
Chairman of the Board,	Wm. K. Vanderbilt,	New York, N. Y.
President,	John Newell,	Cleveland, O.
Vice President,	Edwin D. Worcester,	New York, N. Y.
Secretary,	Edwin D. Worcester,	New York, N. Y.
Treasurer,	Edwin D. Worcester,	New York, N. Y.
Local Treasurer,	Nicholas Bartlett,	Cleveland, O.
Chief Engineer,	G. H. Kimball,	Cleveland, O.
General Solicitor, Attorney or Counsel,	George C. Greene,	Cleveland, O.
Auditor,	Cyrus P. Leland,	Cleveland, O.
General Manager,	John Newell,	Cleveland, O.
General Passenger Agent,	A. J. Smith,	Cleveland, O.
General Ticket Agent,	A. J. Smith,	Cleveland, O.
General Freight Agent,	J. T. R. McKay,	Cleveland, O.
General Superintendent,	P. P. Wright,	Cleveland, O.
Superintendent of Telegraph,	Wm. Kline,	Toledo, O.
General Baggage Agent,	John L. Freeman,	Cleveland, O.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main line owned,	Buffalo,	Erie,	88	
	Erie,	Cleveland,	95.50	
	Cleveland,	West end of Toledo bridge, via Norwalk.	111.77	
	West end Toledo bridge,	Toledo,	1.10	
	Toledo,	Chicago via Adrian,	244.12	
			540.49	44.06
Branch line owned,	Elyria Junction,	Millbury Junction, via Sandusky,	72.95	
	Sandusky Pier, from Junction,	Old Depot,	3.72	
	Air Line Junction,	Elkhart,	130.83	
	Lenawee Junction,	Jackson,	41.98	
	Lenawee Junction,	Monroe,	29.37	
	Ashtabula,	Ashtabula Harbor,	2.33	
	Ashtabula,	Jamestown,	35.98	
	Junction with Dunkirk, Allegheny Valley and Pittsburgh railroad at Dunkirk,		1.50	
			318.66	5.26
Line Operated Under Contract.				
Detroit, Monroe and Toledo railroad,	Air Line Junction,	Detroit,	62.36	
Kalamazoo and White Pigeon railroad,	White Pigeon,	Kalamazoo,	36.57	
Northern Central Michigan railroad,	Jonesville,	North Lansing,	61.14	
Detroit and Chicago railroad,	Detroit River Junction,	Fayette,	67.60	
Sturgis, Goshen and St. Louis railroad,	Goshen,	Findley,	35.81	
Roads Operated Under Lease.				
Kalamazoo, Allegan and Grand Rapids railroad,	Kalamazoo,	Grand Rapids,	58.42	
Jamestown and Franklin railroad,	Jamestown,	Oil City,	50.91	
Mahoning Coal railroad,	Andover,	Youngstown,	38.31	
	Branch,	No. 9 Coal Bank,	2.85	
	Branch,	Keel Ridge Coal Bank,	.73	
	Branch,	Garfield Coal Bank,	.17	
	Sharon Branch,		8.23	
Detroit, Hillsdale and Southwestern railroad,			65.20	
Fort Wayne and Jackson railroad,			97.83	
			586.13	53.17
Total mileage operated,			1,445.28	102.49

BONDS OWNED.

NAME.	Total amount held.	Income or interest received.
Jamestown and Franklin first mortgage,	$251,000 00	$9,870 00
Jamestown and Franklin second mortgage,	482,000 00	33,740 00
Total,	.....	$43,610 00

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
New York, Chicago and St. Louis Railway Company, first preferred,	$2,503,000 00	3½ per cent.,	$87,605 00
New York, Chicago and St. Louis Railway Company, second preferred,	6,275,000 00	.....	.....
New York, Chicago, and St. Louis Railway Company, common,	6,240,000 00	.....	.....
Pittsburgh and Lake Erie railroad, 40,001 shares,	2,000,050 00	6 per cent.,	120,003 00
Cleveland, Lorain and Wheeling, preferred,	774,400 00	.....	.....
Cleveland, Lorain and Wheeling, common,	169,100 00	.....	.....
Mahoning Coal railroad, preferred,	399,500 00	5 per cent.,	19,975 00
Mahoning Coal railroad, common,	865,900 00	4½ per cent.,	38,965 50
Merchants' Dispatch Transporting Company,	575,700 00	6 per cent.,	34,542 00
Cincinnati, Wabash and Michigan,	470,100 00	.....	.....
Detroit, Monroe and Toledo,	414,000 00	.....	.....
Jamestown and Franklin,	400,000 00	.....	.....
Lake Shore and Michigan Southern Railway,	268,100 00	6½ per cent.,	17,426 50
Swan Creek railway,	40,000 00	.....	.....
Pittsburgh and Wheeling Coal Company,	22,681 75	.....	.....
Capital advanced co-operative lines,	22,546 19	.....	.....
Pacific Hotel Company, Chicago,	496,000 00	.....	.....
Clifton Heights Land Company,	7,638 89	.....	1,604 19
Chicago Industrial Exposition,	1,500 00	.....	.....
Columbian Exposition,	20,000 00	.....	.....
Sturgis, Goshen and St. Louis,	1,000,000 00	.....	.....
Total,	.....	.....	$320,121 19

GENERAL BALANCE SHEET.

DR.			CR.		
Cost of road,	$66,700,000 00		Capital stock,		$50,000,000 00
Cost of equipment,	17,300,000 00	$84,000,000 00	Funded debt,		45,766,000 00
			Current liabilities,		2,881,420 07
Bonds of other companies owned,	$667,400 00		Accrued interest on funded debt not yet payable,		257,770 00
Stocks of other companies owned,	14,865,255 50		Profit and loss per general ledger,	$257,770 00	
Other permanent investments,	5,873,347 33			11,491,912 82	
		21,406,002 83		$11,749,682 82	
Cash and current assets,		4,991,100 06	Profit and loss,		11,491,912 82
Total,		$110,397,102 89	Total,		$110,397,102 89

CONTRACTS, AGREEMENTS, ETC.

American Express Company, Buffalo to Cleveland, pays from 15 cents to 50 cents per 100 lbs. on freight. United States Express Company, Buffalo to Chicago, pays from 20 cents to 85 cents per 100 lbs. on freight. These companies do a general express business, and deliver freight at our depots.

United States Government pays for mail service on main line, including railroad postoffice cars, $1,032,532.15; on branches and leased, $57,824.39; total, $1,090,356.54.

Sleeping and parlor cars owned by Wagner Palace Car Company, who charge $2.00 for double berth and $4.00 for section, and from 25 cents to $1.50 for seats in drawing room cars. Lake Shore and Michigan Southern own and operate eight dining and buffet cars.

Red, White and Midland Lines, co-operative railroads, own the cars and pro rate the expenses. Merchants' Dispatch and Empire Line, stock companies, own their cars and receive the current rate of mileage and commission on all business secured by them.

Have a long contract with Western Union Telegraph Company. Railroad company derives no revenue from commercial business.

Erie and Pittsburgh railroad runs its traffic (both passenger and freight) over the Lake Shore and Michigan Southern between Erie, Pa., and Girard, Pa., and is allowed 55 per cent. of the earnings thereof.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	19	$111,149 40	. . . . .
General office clerks,	273	223,945 68	$2 62
Station agents,	254	180,179 76	2 27
Other station men,	2,839	1,545,811 56	1 74
Enginemen,	696	734,050 80	3 37
Firemen,	712	422,427 36	1 89
Conductors,	352	347,172 60	3 15
Other trainmen,	778	470,900 88	1 93
Machinists,	682	407,645 04	1 91
Carpenters,	691	363,023 76	1 68
Other shopmen,	1,015	516,480 24	1 63
Section foremen,	322	181,962 00	1 81
Other trackmen,	3,826	1,761,592 20	1 50
Switchmen, flagmen and watchmen,	987	631,948 80	2 05
Telegraph operators and dispatchers,	429	254,266 68	1 83
All other employes and laborers,	91	54,117 70	1 90
Total,	13,966	$8,146,674 46	. . . . .
Distribution of above:			
General administration,	292	$335,095 08	. . . . .
Maintenance of way and structures,	4,148	1,183,554 20	. . . . .
Maintenance of equipment,	2,388	1,287,149 04	. . . . .
Conducting transportation,	7,138	4,640,876 14	. . . . .
Total,	13,966	$8,146,674 46	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	907	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . . .	$529,533 84	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	22	. . . . .
Number iron,	135	11
Number wooden,	53	11
Trestles:		
Number,	156	10
Aggregate length (feet),	21,556.6	1,160
Tunnels:		
Number,	2	1
Maximum length,	1,200	1,200
Minimum length,	142	1,200
Aggregate length of all tunnels,	1,342	1,200
Telegraph:		
Miles of line owned by this company,	1,833	150
Miles of wire owned by this company,	3,183	220
Miles of line operated by this company,	1,833	150
Miles of wire operated by this company,	3,183	220
Miles of line operated by Western Union Telegraph Company,	1,833	150
Miles of wire operated by Western Union Telegraph Company,	9,229	808

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? First mortgage of $25.000,000 provides for the payment and retirement of one per cent. ($250,000.00) per annum.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs. Passenger s ation, Buffalo, New York Central and Hudson River railroad; passenger station, Dunkirk, New York, Lake Erie and Western railroad; passenger station, Grand Rapids, Grand Rapids and Indiana railroad; passenger station, Oil City, Western New York and Pennsylvania railroad; lake freight house, Sandusky, Cleveland, Cincinnati, Chicago and St. Louis railroad.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red Line, White Line, Midland Line, Merchants' Dispatch, Empire Line.

LEBANON AND READING RAILROAD COMPANY.

Date of organization: Articles of association filed March 21, 1890.

By what authority incorporated: Act approved April 4, 1868, and supplements thereto.

This company's railroad is not yet constructed.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay,	Philadelphia, Pa.,	January 11, 1892.
W. H. Barnes,	Philadelphia, Pa.,	do.
John P. Green,	Philadelphia, Pa.,	do.
Wm. A. Patton,	Radnor, Delaware county, Pa.,	do.
N. Packer Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
Henry D. Welsh,	Philadelphia. Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 233 S. Fourth street, Philadelphia, Pa.

Not in operation.

OFFICERS.

TITLE.	NAME.	ADDRESS,
President,	J. N. DuBarry,	233 S. Fourth street, Philadelphia.
Secretary and Treasurer,	Albert Hewson,	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS		Total mileage of road contemplated.	Total mileage of road in Pennsylvania.
	From—	To—		
Lebanon and Reading railroad, ...	Lebanon, Pa., ...	Reading, Pa., ...	30	30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, engineering expenses,	$8,529 52	Capital stock, ...	$30,000 00
Cash and current assets, ...	21,374 23		
Other assets:			
Sundries, ...	96 25		
Total, ...	$30,000 00	Total, ...	$30,000 00

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

(Financial Report.)

Date of organization: May 1, 1861.

By what authority incorporated: Under special act of May 1, 1861, and supplements thereto of March 10, 1862, April 8, 1864, and April 18, 1865.

Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. W. Clark, ...	Philadelphia, ...	January 11, 1892.
Edward Lewis, ...	do.	do.
Thos. McKean, ...	do.	do.
S. Shepherd, ...	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President, ...	J. S. Harris, ...	Philadelphia.
Secretary and Treasurer, ...	S. Shepherd, ...	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lehigh and Lackawanna. . . .	Bethlehem, .	Wind Gap, .	Central Railroad Co. of New Jersey.	25.10	25.10

The Lehigh and Lackawanna railroad is operated by the Central Railroad Company of New Jersey, under an operating agreement dated January 2, 1888, for the term of five years, and thereafter from year to year, with the right of Lehigh and Lackawanna Railroad Company, at any time after five years, on twelve months' notice, to resume the operation of its road. The Central Railroad Company of New Jersey maintain and operate the road and pays over to the Lehigh and Lackawanna Railroad Company any surplus of receipts over expenses, after deducting 5 per cent. on the gross receipts to cover superintendence and general expenses not to exceed $2,500.00 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$970,500 00	Capital stock, ...	$370.500 00
		Funded debt.	600.000 00
Total, ...	$970.500 00	Total, ...	$970,500 00

EMPLOYES AND SALARIES.

General officers: President, secretary and treasurer; no yearly compensation.

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

(Operating Report.)

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Lehigh and Lackawanna. . . .	Bethlehem, ...	Wind Gap.	25.10	25.10
Wind Gap and Delaware. . . .	Bangor.	Saylorsburg.	10.84	10.84
Total, ...	. . . . .	. . . . .	35.94	35.94

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Station agents,	9	$3,220 27	$1 14
Other station men,	1	209 39	67
Enginemen, firemen, conductors and other trainmen: Train service hired.			
Section foremen,	6	2,893 00	1 54
Other trackmen,	25	9,042 34	1 16
Telegraph operators and dispatchers,	3	652 03	70
All other employes and laborers,	1	814 75	2 60
Total,	45	$16,831 78	$1 19
Distribution of above:			
Maintenance of way and structures,	31	$11,935 34	$1 23
Conducting transportation,	14	4,896 44	1 12
Total.	45	$16,831 78	$1 19
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	45	.....	.....
Total yearly compensation of employes in Pennsylvania,	....	$16,831 78	.....

LEHIGH AND SUSQUEHANNA RAILROAD COMPANY.

(Financial Report).

Operated by the Central Railroad Company of New Jersey, to whom reference is made for all details of operation.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York.

The Lehigh and Susquehanna Railroad is owned by the Lehigh Coal and Navigation Company, a corporation which is not a common carrier, engaged in the transportation of passengers or property, wholly by railroad, or partly by railroad and partly by water. The railroad is leased by its owner to the Central Railroad Company of New Jersey, who operate it and pay as rental therefor one-third of the gross receipts. The ownership of the railroad is not represented by any railroad corporation maintaining an independent legal existence or separate financial accounts, or which has issued, as such, capital stock or incurred any bonded indebtedness.

The Lehigh and Susquehanna Railroad has no official organization.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lehigh and Susquehanna,	Phillipsburg, .	Union Junction.	Central Railroad Company of New Jersey.	105.33	105.33

The Lehigh and Susquehanna Railroad is leased to and operated by the Central Railroad Company of New Jersey, who pay as rental one-third of the gross receipts. The date of the lease is March 31, 1871, and the term is for 999 years.

GENERAL BALANCE SHEET.

No balance sheet to report as the ownership of the Lehigh and Susquehanna Railroad is not represented by any railroad corporation having separate financial accounts.

LEHIGH AND SUSQUEHANNA RAILROAD COMPANY.

(*Operating Report.*)

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main lines of railroad operated.				
Lehigh and Susquehanna.	Phillipsburg, ...	Union Junction.	105.33	105.33
Nesquehoning Valley, ...	Nesquehoning Junction,	Tamanend, ...	16.66	16.66
Tresckow railroad, ...	Silver Brook, ...	Audenreid, ...	7.56	7.56
Wilkes-Barre and Scranton, ...	Minooka Junction, . .	Scranton.	4.85	4.85
Allentown Terminal.	East Allentown, ...	Main Line.	2.69	2.69
Branch lines operated, ...	Upper Lehigh Junction.	Upper Lehigh, ...	10.10	10.10
	Pond Creek Junction, .	Sandy Run, ...	2.58	2.58
	Pond Creek Junction. .	Zehner, ...	.45	.45
	Ashley, ...	Collieries, ...	17.12	17.12
	Leemine, ...	Nanticoke, ...	1.95	1.95
	Miners' Mills, ...	Empire Breaker, ...	3.95	3.95
	Union Junction.	Everhart, ...	3.07	3.07
	Bethlehem Junction, .	South Bethlehem, . . .	.26	.26
	Main Line Junction, . .	Quarries, ...	.50	.50
	Stenton, ...	Hokendaqua, ...	.82	.82
	Main Line.	Allen Cement Works, .	.94	.94
	Drifton Junction, . . .	Drifton, ...	10.54	10.54
	Hanto, ...	Tamaqua (Greenwood Junction), ...	6.50	6.50
	Solomon's Gap, ...	Ashley, ...	3.12	3.12
Lines of other companies over which trains have been run under trackage rights.				
Philadelphia and Reading railroad,	Greenwood Junction, .	Tamaqua.	1.20	1.20
Philadelphia and Reading railroad,	Tamanend, ...	Silver Brook, ...	5.20	5.20
Pennsylvania railroad, ...	Nanticoke, ...	Mocanaqua, ...	9.79	9.79
Delaware and Hudson Canal Company (Union railroad), ...	Union Junction.	Minooka Junction. . . .	9.66	9.66
Total mileage operated, ...	. . . . .	. . . . .	224.84	224.84

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$10,045 08	. . . . .
General office clerks,	17	12,201 43	$2 29
Station agents,	52	31,719 99	1 95
Other station men,	74	34,975 18	1 51
Enginemen,	163	175,338 06	3 44
Firemen,	168	118,751 61	2 25
Conductors,	125	103,441 13	2 64
Other trainmen,	582	356,433 22	1 85
Machinists,	79	55,560 88	2 25
Carpenters,	280	154,990 96	1 76
Other shopmen,	293	143,349 03	1 56
Section foremen,	60	33,989 37	1 81
Other trackmen,	445	170,450 59	1 22
Switchmen, flagmen and watchmen,	97	38,291 40	1 26
Telegraph operators and dispatchers,	100	55,935 91	1 79
All other employes and laborers,	509	253,307 57	1 59
Total,	3,047	$1,728,781 41	$1 81
Distribution of above:			
General administration,	20	$22,246 51	$3 55
Maintenance of way and structures,	505	204,439 96	1 29
Maintenance of equipment,	652	353,900 87	1 73
Conducting transportation,	1,870	1,148,194 07	1 96
Total,	3,047	$1,728,781 41	$1 81
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	3,047	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . . .	$1,728,781 41	. . . . .

LEHIGH VALLEY RAILROAD COMPANY.

Date of organization: Letters patent dated September 20, 1847. Incorporated by act of April, 1846, under name of Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company. Name changed by act of January 7, 1853.

By what authority incorporated: Under laws of State of Pennsylvania as follows: April 21, 1846, March 20, 1849, April 9, 1849, April 10, 1852, January 7, 1853, May 8, 1854, April 18, 1855, March 8, 1856, April 16, 1857, May 18, 1857, May 21, 1864, March 21, 1865, April 3, 1866, and April 2, 1872.

If a consolidated company, name the constituent companies: Beaver Meadow Railroad Company merged July 8, 1864—Laws, April 7, 1830, April 4, 1831, January 29, 1833, April 15, 1835, December 22, 1836, April 14, 1838, March 8, 1839, March 25, 1844, February 18, 1848, March 20, 1849, March 4, 1850, April 3, 1851, March 15, 1853, March 29, 1854, April 15, 1857; Penn Haven and White Haven Railroad Company merged August 5, 1864—Laws, May 4, 1857, April 11, 1859, April 2, 1860, February 16, 1863, April 3, 1866; Lehigh and Mahanoy Railroad Company merged June 20, 1866—Laws, April 3, 1864; Hazleton Coal Company merged May 25, 1868—Laws March 18, 1836, March 8, 1839, July 27, 1842, July 30, 1842, April 4, 1843, April 5, 1849, March 18, 1851, January 29, 1853, January 12, 1856, April 4, 1856, February 14, 1857, March 8, 1862, March 19, 1863, March 9, 1865, March 21, 1865, March 29, 1867; Lehigh and Luzerne Railroad Company (formerly Jeddo and Carbon Railroad Company and Lehigh and Luzerne Railroad Company), merged June 16, 1868—Laws March 23, 1854, March 16, 1855, February 12, 1856, April 8, 1857, April 16, 1858.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Hartshorne,	Philadelphia,	January 19, 1892.
William L. Conyngham,	Wilkes-Barre,	do.
Ario Pardee,	Hazleton,	do.
William A. Ingham,	Philadelphia,	do.
Robert H. Sayre,	South Bethlehem,	do.
James I. Blakslee,	Mauch Chunk,	do.
John R. Fell,	Philadelphia,	do.
Robert A. Lamberton,	South Bethlehem,	do.
John B. Garrett,	Philadelphia,	do.
Charles O. Skeer,	Mauch Chunk,	do.
Calvin Pardee,	Philadelphia,	do.
George C. Thomas,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 20, 1891.
Postoffice address of general office: Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Elisha P. Wilbur,	South Bethlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia.
Second Vice President,	Robert H. Sayre,	South Bethlehem, Pa.
Third Vice President,	John B. Garrett,	Philadelphia.
Secretary,	John R. Fanshawe,	Philadelphia.
Treasurer,	Wm. Charles Alderson,	Philadelphia.
Chief Engineer,	A. W. Stedman,	South Bethlehem, Pa.
General Solicitor, Attorney or Counsel,	Henry S. Drinker,	Philadelphia.
Comptroller,	Isaac McQuilkin,	Philadelphia.
General Traffic Manager,	John Taylor,	South Bethlehem, Pa.
General Passenger Agent,	E. B. Byington,	South Bethlehem, Pa.
General Ticket Agent,	A. W. Nonnemacher,	South Bethlehem, Pa.
General Freight Agent,	John H. Heckman,	South Bethlehem, Pa.
General Eastern Superintendent,	H. Stanley Goodwin,	South Bethlenem, Pa.
General Northern Superintendent,	William Stevenson,	Sayre, Pa.
Division Superintendent,	James Donnelly,	Perth Amboy, N. J.
Superintendent Coal Branches,	James I. Blakslee,	Mauch Chunk, Pa.
Division Superintendent,	Alexander Mitchell,	Wilkes-Barre, Pa.
Division Superintendent,	A. P. Blakslee,	Delano, Pa.
Division Superintendent,	H. D. Titus,	Auburn, N. Y.
Superintendent of Telegraph,	Vacant.	

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main Line,	Phillipsburg,	Wilkes-Barre,	99.79	99 79
Bear Creek Branch,	Bear Creek Junction,	Meadow Run,	12.08	12.08
Mountain Cut-off,	Fairview,	Avoca,	17.14	17.14
Hazleton Division,	Hazle Creek Bridge,	Cranberry Junction,	8.83	8.83
Mahanoy Division,	Black Creek Junction,	Mount Carmel,	42.78	42.78
New Boston Branch,	New Boston Junction,	Tomhicken,	25.40	25.40
Beaver Meadow Division,	Penn Haven Junction,	Audenreid,	16.35	16.35
Highland Branch,	Lumber Yard,	Sandy Run Junction,	8.83	8.83
Jeddo and Ebervale Branch,	Pink Ash Junction,	Hollywood,	.6	6
Sundry small branches,	Various,	Various,	77.23	77.23
Newark and Roselle,	Newark, N. J.,	Roselle, N. J.,	9.49	. . . . .
Roselle and South Plainfield,	Roselle, N. J.,	S. Plainfield, N. J.,	10.68	. . . . .
Branch,	Picton, N. J.,	Essex Mill, N. J.,	1.09	. . . . .
Easton and Amboy,	Perth Amboy, N. J.,	Phillipsburg, N. J.,	60	. . . . .
Branches,	Various,	Various,	9.19	. . . . .
Penna. and New York railroad,	Wilkes-Barre,	New York State Line,	96.68	96.68
Branches,	Various,	Various	14.86	14.86
Waverly and State Line,	Waverly, N. Y.,	State Line,	.40	. . . . .
Wilkes-Barre and Harvey's Lake,	Luzerne,	Harvey's Lake,	13.78	13.78
Loyalsock,	Bernice,	Bowman's Creek,	17.82	17.82
Branch,	Sherman's Run,	Ellis Creek,	1.77	1.77
Lehigh Valley railway,	State Line,	Geneva, N. Y.,	75.03	. . . . .
Auburn and Ithaca Branch,	Auburn, N. Y.,	Ithaca, N. Y.,	42.20	. . . . .

PROPERTY OPERATED—CONTINUED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Cayuga Branch,	Cayuga Junction, N. Y.	Cayuga, N. Y.,	4.12	. . . . .
Buffalo Division,	Buffalo, N. Y.,	Windspear Bridge,	13.86	. . . . .
State Line and Sullivan,	Monroeton,	Bernice,	24	24
Hayts Corners, Ovid and Willard,	Hayts Corners, N. Y.,	State Farm, N. Y.,	3.83	. . . . .
Southern Central,	State Line, N. Y.,	N. Fair Haven, N. Y.,	115.03	. . . . .
Schuylkill and Lehigh Valley,	Lizard Creek Jc., Pa.,	Blackwood, Pa.,	39.18	39.18
Branch,	Westwood Jc., Pa.,	Peoples' Railway, Pa.,	1.36	1.36
Trackage.				
New York, Lake Erie and Western,	Waverly,	Suspension Bridge,	188	. . . . .
Pennsylvania and Schuylkill Valley,	Pottsville,	New Boston Junction,	10.8	10.8
	Shenandoah Junction,	Trackville Junction,	4.5	4.5
New York Central and Hudson R. R.,	Geneva,	Lyons,	14.6	. . . . .
Barclay railroad,	Barclay Junction,	Monroeton,	3.7	3.7
Central railroad, New Jersey,	Jersey City,	Roselle,	13.3	. . . . .
	Sandy Run Junction,	Crellin Junction, Pa.,	5.9	5.9
Northern Central,	Mt. Carmel,	Shamokin,	8.3	8.3
Pennsylvania,	Jersey City,	Metuchen,	24.2	. . . . .
Philadelphia and Reading,	Trackville Junction,	Wetherille Junc., Pa.,	3	3
Total mileage operated,			1,145.10	560.08

BONDS OWNED.

NAME.	Total amount held.	Income or interest received.
Railroad company bonds,	$1,553,129 69	$55,407 20
Canal company bonds,	500,000 00	30,000 00
Coal company bonds,	201,000 00	23,070 00
Miscellaneous bonds,	12,144 58	. . . . .
Total,	$2,266,274 27	$108,477 20

STOCKS OWNED.

NAME.	Total value.	Income or dividend received.
Coal company stocks,	$1,571,890 93	$35,523 30
Railroad company stocks,	13,371,026 00	26,875 00
Other transportation company stocks,	1,280,404 53	30,249 00
Water company stocks,	508,154 00	1,096 00
Miscellaneous stocks,	101,616 67	820 00
Total,	$16,833,092 13	$94,563 30

GENERAL BALANCE SHEET

DR.		CR.	
Cost of road,	$17,499,155 34	Capital stock,	$40,441,100 00
Cost of equipment,	18,655,324 31	Scrip,	210 00
Bonds of other companies owned,	2,266,274 27	Funded debt,	29,875,000 00
Stocks of other companies owned,	16,833,092 13	Accrued interest on funded debt not yet payable,	254,000 00
Other permanent investments,	19,238,875 55	Profit and loss,	4,541,186 95
Cash and current assets,	448,188 37		
Other assets:			
Sundries,	170,586 98		
Total,	$75,111,496 95	Total,	$75,111,496 95

IMPORTANT CHANGES DURING THE YEAR.

$254,000.00 sterling bonds drawn for redemption December 1, 1890. $1,153,000.00 consolidated mortgage 6 per cent. and $4,300,000.00 consolidated mortgage 4½ per cent. bonds sold.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company—Percentage of receipts.

United States Government—Compensation based on weight of mail carried.

Pullman Palace Car Company—We pay mileage for use of their cars.

Pennsylvania Railroad Company—Trackage between New Boston Junction and Pottsville, and between Shenandoah Junction and Trackville Junction.

Northern Central Railway Company—Trackage between Mt. Carmel and Shamokin.

Central Railroad Company of New Jersey—Trackage between Sandy Run Junction and Crellin Junction, Pa.

Barclay Railroad Company—Trackage between Barclay Junction and Monroeton.

Western Union Telegraph Company—Percentage of receipts of business done over our wires.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		
	From—	To—	Miles.
First and second mortgage,	Easton and branches,	Wilkes-Barre,	99.79
Consolidated mortgage,	Various,	Various,	214.64

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	44	$205,481 37	
General office clerks,	258	182,520 40	$2 52
Station agents,	212	142,759 85	2 10
Other station men,	772	380,273 72	1 63
Enginemen,	580	614,335 56	3 22
Firemen,	595	425,215 54	2 18
Conductors,	409	324,811 18	2 52
Other trainmen,	1,934	1,072,374 96	1 76
Machinists,	781	444,145 66	1 87
Carpenters,	688	340,712 53	1 68
Other shopmen,	2,122	950 169 77	1 49
Section foremen,	312	189,602 69	1 89
Other trackmen,	3,582	1,192,759 08	1 19
Switchmen, flagmen and watchmen,	370	166,204 63	1 45
Telegraph operators and dispatchers,	384	236,625 71	1 89
Employes, account floating equipment,	61	39,499 52	2 09
All other employes and laborers,	2,276	1,054,240 09	1 53
Total,	15,380	$7,961,732 26	
Distribution of above:			
General administration,	302	$388,001 77	$4 51
Maintenance of way and structures,	5,287	1,935,098 86	1 38
Maintenance of equipment,	3,865	1,840,052 58	1 59
Conducting transportation,	5,926	3,800,579 05	1 91
Total,	15,380	$7,961,732 26	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	737	
Number iron,	227	
Number wooden,	77	
Number combination,	6	
Trestles:		
Number,	79	
Aggregate length (feet),	5,834	
Tunnels:		
Number,	4	3
Maximum length,	4,829	3,902
Minimum length,	980	980
Aggregate length of all tunnels,	10,907	6,078
Telegraph:		
Miles of line owned by this company,	989	
Miles of wire owned by this company,	2,271.49	
Gauge of track,	4 ft. 8½ in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Consolidated bonds, Class A, sterling, subject to annual drawings for sinking fund until 1897.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association, Middle States Freight Traffic Association, New York State Passenger Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Traders' Despatch, Lehigh and Wabash Despatch, Erie Despatch, Commercial Express, West Shore Line, Hoosac Tunnel Line.

LEWISBURG AND TYRONE RAILROAD COMPANY.

Date of organization: December 31, 1879.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act concerning the sale of railroads, canals, turnpikes, bridges and plank roads," approved April 8, 1861, and the acts supplementary thereto, by filing with the Secretary of the Commonwealth, on the 8th day of January, A. D. 1880, a certificate of the purchase of the Lewisburg, Centre and Spruce Creek railroad, and its reorganization under the name of the Lewisburg and Tyrone Railroad Company.

If a consolidated company, name the constituent companies: Not a consolidated company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia,	May 2, 1892.
James P. Coburn,	Aaronsburg, Centre county, Pa.,	do.
S. C. Stewart	Tyrone, Blair county, Pa.,	do.
John P. Green,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
W. H. Barnes,	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office: 223 South Fourth street, Philadelphia.

Postoffice address of operating company: The Pennsylvania Railroad Company, 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary, Treasurer,	James R. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lewisburg and Tyrone Railroad Company.	Tyrone,	Fairbrook,	Pennsylvania Railroad Company.	19.90	19.90
Lewisburg and Tyrone Railroad Company.	Montandon.	Lemont Junction,	Pennsylvania Railroad Company.	57.60	57.60
Lewisburg and Tyrone Railroad Company	Fairbrook,	Scotia,	Pennsylvania Railroad Company.	5.26	5.26
Lewisburg and Tyrone Railroad Company.	Juniata Junction,	Juniata,	Pennsylvania Railroad Company.	2.08	2.08
Bridge across river.	Near Montandon.	Lewisburg.	Pennsylvania Railroad Company.	.24	.24
Total mileage.				85.08	85.08

The Lewisburg and Tyrone railroad is leased to the Pennsylvania Railroad Company for the term of ninety-nine years, from and after the first day of January, 1880.

Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,566,287 94	Capital stock,	$1,200,000 00
Cash and current assets,	14,836 42	Current liabilities,	295,123 96
		Profit and loss,	86,000 40
Total,	$1,581,124 36	Total,	$1,581,124 36

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	43	43
Trestles:		
Number,	11	11
Aggregate length (feet),	1,282	1,282
Tunnels:		
Number,	2	2
Maximum length, (feet),	266	266
Minimum length,	252	252
Aggregate length of all tunnels,	518	518
Telegraph:		
Miles of line owned by this company,	81.65	81.65
Miles of wire owned by this company,	85.89	85.89
Miles of line operated by Pennsylvania Railroad Company, lessee,	81.65	81.65
Miles of wire operated by Pennsylvania Railroad Company, lessee,	85.89	85.89

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

LIGONIER VALLEY RAILROAD COMPANY.

Date of organization: March, 1871.

By what authority incorporated: Incorporated under the general railroad law of Pennsylvania, act of February, 1849.

Charter dated April 15, 1853, supplement April 14, 1866, April 17, 1869, March 15, and May 2, 1871.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Thomas Mellon,	Pittsburgh,	Second Monday of January,	1892.
T. A. Mellon,	Pittsburgh,	do.	do.
J. R. Mellon,	Pittsburgh,	do.	do.
A. W. Mellon,	Pittsburgh,	do.	do.
R. B. Mellon,	Pittsburgh,	do.	do.
W. S. Mitchell,	Pittsburgh,	do.	do.
Geo. Senft,	Ligonier, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1891.

Postoffice address of general office: 512 Smithfield street, Pittsburgh.

OFFICERS:

TITLE.	NAMES.	ADDRESS.
President,	Thomas Mellen,	Pittsburgh.
Secretary,	A. W. Mellon,	Pittsburgh.
Treasurer,	R. B. Mellon,	Pittsburgh.
General Solicitor, Attorney or Counsel,	Hon. E. E. Robbins,	Greensburg, Pa.
Auditor,	Jas. R. Mellon,	Pittsburgh.
General Manager,	T. A. Mellon,	Pittsburgh.
General Passenger Agent,		
General Ticket Agent,		
General Freight Agent,		
General Superintendent,		
Division Superintendent,	Geo. Senft,	Ligonier, Pa.
Superintendent of Telegraph,		
Superintendent of Express,		
General Baggage Agent,		

PROPERTY OPERATED.

NAME.	TERMINALS		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ligonier Valley railroad,	Latrobe, Pa.,	Ligonier, Pa.,	10.50	10.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$265,705 73	Capital stock,	$160,000 00
Cash and current assets,	2,715 63	Funded debt,	75,000 00
		Current liabilities,	7,481 69
		Profit and loss,	25,939 67
Total,	$268,421 36	Total,	$268,421 36

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds (Ligonier Valley),	Latrobe,	Ligonier,	10.50	$7,142 85

Mortgage covers all property and franchise of the Ligonier Valley railroad.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	1	$2.000 00	
Station agents	1	660 00	
Other station men	2	660 00	
Enginemen	2	1,740 00	
Firemen	2		$1 82
Conductors	2	1,560 00	
Other trainmen	4		1 68
Section foreman (house and coal free)	1	540 00	
Other trackmen	19		1 40
Distribution of above :			
General administration, (Approximate,)		$2,012 70	
Maintenance of way and structures, (Approximate,)		4,744 72	
Maintenance of equipment, (Approximate,)		340 09	
Conducting transportation, (Approximate,)		7,955 80	
Total		$15,053 31	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number wooden	4	4
Telegraph :		
Miles of line owned by this company	10.50	10.50
Miles of wire owned by this company	21.00	21.00
Miles of line operated by this company	10.50	10.50
Miles of wire operated by this company	21.00	21.00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

LITTLE SAW MILL RUN RAILROAD COMPANY.

Date of organization: July 23, 1850.
By what authority incorporated: Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jacob Henrici,	Pittsburgh,	May 31, 1892.
John Duss,	Economy,	do.
Henry Hice,	Beaver,	do.
C. S. Fetterman,	Pittsburgh,	do.
E. H. Stowe,	Sewickley,	do.
John R. Neeld,	Banksville,	do.

Date of last meeting of stockholders for election of directors: May 29, 1891.
Postoffice address of general office: Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Jehu Haworth,	Pittsburgh.
Secretary,	C. S. Fetterman,	Pittsburgh.
Treasurer,	Jacob Henrici,	Economy, Pa.
General Solicitor, Attorney or Counsel,	C. S. Fetterman,	Pittsburgh
General Manager,	R. W. Jones,	Pittsburgh.

PROPERTY OPERATED

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Little Saw Mill Run Railroad Company,	Pittsburgh,	Banksville.	3	3
Total mileage operated,			3	3

STOCKS OWNED.

Pittsburgh, Chartiers and Youghiogheny Railroad Company,	$50,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$194,709 46	Capital stock,	$144.375 00
Cost of equipment,	159,637 14	Funded debt,	178,500 00
Stocks of other companies owned,	50,000 00	Accrued interest on funded debt not yet payable,	3,624 00
Cash and current assets,	23,326 72	Profit and loss,	101,174 32
Total,	$427,673 32	Total,	$427,673 32

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bond,	Pittsburgh,	Banksville,	3	$59,500 00

EMPLOYES AND SALARIES.

CLASS	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$2,330 00	
General office clerk,	1	800 00	$2 58
Enginemen,	2	1,689 75	2 81
Firemen,	2	1,329 54	2 21
Conductors,	1	811 90	2 59
Other trainmen,	3	1,816 74	2 02
Machinists,	1	738 26	2 26
Carpenters,	5	2,597 13	1 73
Other shopmen,	4	1,667 44	1 39
Other trackmen,	4	1,560 42	1 30
Switchmen, flagmen and watchmen,		572 75	1 57
All other employes and laborers,	6	2,290 71	1 59
Total,	32	$18,204 64	
Distribution of above:			
General administration,		$3,130 00	
Maintenance of way and structures,		3,227 86	
Maintenance of equipment,		3,335 39	
Conducting transportation,		8,511 39	
Total,		$18,204 64	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	32		
Total yearly compensation of employes in Pennsylvania,		$18,204 64	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	4	4
Trestles:		
Number,	3	3
Aggregate length (feet),	1,860	1,860

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

LITTLE SCHUYLKILL NAVIGATION RAILROAD AND COAL COMPANY.

Date of organization: October 15, 1829.

By what authority incorporated: Acts of assembly, State of Pennsylvania, February 20, 1826, to make a lock navigation on the East branch of the river Schuylkill, called Little Schuylkill; April 10, 1826, to purchase lands; March 20, 1827, to purchase additional lands; April 14, 1828, to make a railroad; April 23, 1829, to change title to Little Schuylkill Navigation Railroad and Coal Company; April 8, 1833, April 7, 1846, March 8, 1847, April 22, 1863; letters patent September 14, 1829; license December 1, 1831.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George W. Steever	Philadelphia	Annual meeting of the stockholders to be held January 13, 1892.
Henry Handy	do.	
Thomas McKean	do.	
John R. Fell	do.	
Chas. Edward Ingersoll	do.	
David Reeves	do.	

Postoffice address of general office: 410 Walnut street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	Carroll L. Tyson	Philadelphia.
Secretary	Joseph Lapsley Wilson	do.
Treasurer	Joseph Lapsley Wilson	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line in Pennsylvania.
	From—	To—		
Little Schuylkill Navigation Railroad and Coal Company.	Port Clinton	Tamanend	Philadelphia and Reading Railroad Company.	28.10
	Tamaqua	Newkirk		1.50
	Tamaqua	Greenwood		1.50
East Mahanoy Railroad Company.	E. M. Junction	Waste House Run near Mahanoy City.	Philadelphia and Reading Railroad Company.	10.72
	E. M. Tunnel	Nesquehoning Valley Junction.		3.38
Total mileage				48.20

Lease and contract: Little Schuylkill Navigation Railroad and Coal Company (lessee) and East Mahanoy Railroad Company, January 12, 1863, for ninety-nine (99) years, to pay six per cent. upon the capital stock and not exceeding $2,000 per annum for expense of office.

Philadelphia and Reading Railroad Company (lessee) and Little Schuylkill Navigation Railroad and Coal Company, July 7, 1868, for ninety three (93) years, leasing the railroads of Little Schuylkill Navigation Railroad and Coal Company, and East Mahanoy Railroad Company, to pay $185,227 per annum and further such sums of money as may become due under East Mahanoy railroad lease as above.

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Shamokin Valley and Pottsville Railroad Company, seven per cent. gold bonds,	$30,000 00	7 per ct.	$2,100 00
$4,000 Pennsylvania Company 6's, reported June 30, 1890, were sold July 9, 1890, interest paid July 1, 1890,	.....	.....	60 00
Total,	.....	.....	$2,160 00

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
East Mahanoy Railroad Company,	$86,250 00	6 per ct.	$5,181 00
Total,	.....	.....	$5,181 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,405,943 75	Capital stock,	$2,487,850 00
Bonds of other companies owned,	27,810 00	Profit and loss,	75,714 46
Stocks of other companies owned,	86,350 00		
Other permanent investments—mortgage in Tamaqua,	1,146 60		
Lands owned: About 3,000 acres mountain land, sparsely covered by young trees, included in cost of road, no income therefrom.			
Cash and current assets,	42,314 11		
Total,	$2,563,564 46	Total,	$2,563,564 46

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	2	$3,200 00
Employes in Pennsylvania: Total number of employes in Pennsylvania,	2	.....
Total yearly compensation of employes in Pennsylvania,	....	$3,200 00

LITTLESTOWN RAILROAD COMPANY.

Date of organization: June 10, 1864.

By what authority incorporated: Act of February 17, 1854; supplement April 11, 1862; supplement April 8, 1864.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry,	Philadelphia,	May 2, 1892.
Henry D. Welsh,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
Geo. D. Klinefelter,	Hanover, Pa.,	do.
Wm. McSherry,	Littlestown, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	John S. Young,	Hanover, Pa.
Secretary,	Albert Hewson,	Philadelphia.
Treasurer,	Taber Ashton,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Littlestown Railroad Company.	Hanover,	Maryland State Line.	Pennsylvania Railroad Company.	9.30	9.30

Lease to the Pennsylvania Railroad Company, dated April 8, 1875, for 999 years. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$74,850 00	Capital stock,	$34,850 00
Cash and current assets,	1,059 79	Funded debt,	40,000 00
Profit and loss,	18,205 21	Current liabilities,	19,265 00
Total,	$94,115 00	Total,	$94,115 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds, ...	Hanover, ...	Maryland State Line.	9.30	$4,301 07

EMPLOYES AND SALARIES.

General officers, 3; no yearly compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF LINE.	IN PENNSYLVANIA.
Bridges:		
Number wooden, ...	4	4
Telegraph:		
Miles of line owned by this company, ...	9.30	9.30
Miles of wire owned by this company, ...	18.60	18.60
Miles of line operated by Pennsylvania Railroad Company (lessee), .	9.30	9.30
Miles of wire operated by Pennsylvania Railroad Company (lessee), .	18.60	18.60

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

LOYALSOCK RAILROAD COMPANY.

Date of organization: December 3, 1884.

By what authority incorporated: General railroad act of April 4, 1868, and suplements thereto. State of Pennsylvania.

Operated by the Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. Hartshorne,	Philadelphia,	Second Monday in January, 1892.
Wm. C. Alderson,	Philadelphia,	do. do.
Jno. R. Fanshawe,	Philadelphia,	do. do.
Henry S. Drinker,	Philadelphia,	do. do.
Wm. Stevenson,	Sayre, Pa.,	do. do.
J. Raymond Claghorn,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Lehigh Valley Railroad Company, 228 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	E. P. Wilbur,	South Bethlehem, Pa.
Vice President,	Chas. Hartshorne,	Philadelphia.
Secretary and Treasurer,	Jno. R. Fanshawe,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Loyalsock railroad,	Bernice,	Bowman Creek.	Lehigh Valley railroad,	17.82	17.82
Thorndale Branch,	Sherman's Run,	Ellis Creek,	Lehigh Valley railroad,	1.77	1.77
Total,				19.59	19.59

Operated by Lehigh Valley Rai road Company through stock ownership.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$213,588 91	Capital stock,	$213,588 91
Total,	$213,588 91	Total,	$213,588 91

IMPORTANT CHANGES DURING THE YEAR.

2.64 miles additional road built. 1.77 miles of Thorndale Branch built.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

LYKENS VALLEY RAILROAD AND COAL COMPANY.

Date of organization: Was made sometime in the years 1830 to 1833 inclusive. Records of that period are not in the possession of present officers.

By what authority incorporated: Charter granted by Commonwealth of Pennsylvania, April 7, 1830; supplementary acts passed March 30, 1833, March 13, 1839, April 26, 1850, May 3, 1850, April 9, 1859, and March 21, 1861.

This road is leased to the Summit Branch Railroad Company, by whom the rent is paid to us. We have been informed, but unofficially, that the road is operated by the Northern Central Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William A. Nash,	Brooklyn, N. Y.,	First Monday of May, 1892.
Frederick A. Platt,	Brooklyn, N. Y.,	do. do.
John W. Hoffman,	Philadelphia,	do. do.
Isaac H. Platt,	Lakewood, N. J.,	do. do.
Geo. P. Lawrence,	Westport, Conn.,	do. do.
Edward Dunham,	Hastings-on-Hudson, N. Y.,	do. do.
DeWitt C. Falls,	New York,	do. do.

Date of last meeting of stockholders for election of directors: First Monday of May, 1891.

Postoffice address of general office: 13 William street, New York.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	William A. Nash,	13 William street, New York.
Secretary and Treasurer,	Charles Emmet,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lykens Valley Railroad and Coal Company.	Millersburg, Pa.,	Williamstown, Pa.,	Leased to the Summit Branch Railroad Company by whom the rents are paid.	19.70	19.70

The Lykens Valley railroad, extending from its junction with the Northern Central railway near Millersburg, Dauphin county, to the tunnel of the Summit Branch Railroad Company, Williamstown, together with all its branches, machine shops, water tanks, buildings, locomotives, rolling stock and the privileges and appurtenances whatever belonging to or connected with said railroad or used for working

the same, belonging to the Lykens Valley Railroad and Coal Company, were, on the 1st day of March, 1866, leased to the Summit Branch Railroad Company, for the term of 999 years, at an annual rent of $62,500.00; the lessee to keep the property in repair and to pay all taxes, charges, duties, ordinary or extraordinary, levied or assessed by the United States, the State of Pennsylvania, or any county, town or borough in which the said railroad is situated, except only the income tax of the United States, on the sum of $62,500.00 stipulated to be paid for rent.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$569,739 62	Capital stock,	$600,000 00
Cost of equipment,	17,000 00	Profit and loss,	1,679 84
Lands owned,	9,027 62		
Cash and current assets,	5,912 60		
Total,	$601,679 84	Total,	$601,679 84

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	2	$800 00
Transfer agent at Philadelphia,	1	200 00
Total,	....	$1,000 00

McKEAN AND BUFFALO RAILROAD COMPANY.

Date of organization: September 11, 1874.

By what authority incorporated: Organized under the act of General Assembly of Pennsylvania approved April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Calvin H. Allen,	Mills Building, N. Y city.	George E. Bartal,	139 S. Fourth St., Phila.
Edward L. Owen,	71 Wall street, N. Y. city.	Wm. T. Tiers,	11 S. Fourth St., Phila.
John D. Probst,	52 Ex. Pl., N. Y. city.	E. W. Clark, Jr.,	Bullitt Building, Phila.
Samuel G. DeCoursey,	242 S. Third St., Phila.		

Date of last meeting of stockholders for election of directors: January 14, 1889.

Postoffice address of general office: Buffalo, N. Y., 84 Exchange street.

Postoffice address of operating company: Buffalo, N. Y.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Calvin H. Allen,	Mills Building, New York city.
Vice President,	Samuel G. DeCoursey,	242 South Third street, Philadelphia.
Secretary,	Joseph R. Trimble,	242 South Third street, Philadelphia.
Treasurer,	Franklin S. Buell,	84 Exchange street, Buffalo.
Auditor,	Wm. L. Doyle,	84 Exchange street, Buffalo.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
	From—	To—			
McKean and Buffalo,	Larabee,	Clermont,	Western New York and Pennsylvania Railroad Company,	22.15	22.15

This road is leased to the Western New York and Pennsylvania Railroad Company and its operations are included in the report of that company, to which you are respectfully referred.

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company of all and singular the railway of the McKean and Buffalo Railroad Company.

Recorded in McKean county, Pennsylvania, February 16, 1882, in mortgage book, vol. "M," page 288, also July 21, 1882, in deed book, vol. 16, page 130. Nine hundred and ninety-nine years from December 8, 1881.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

McKEESPORT RAILROAD COMPANY.

Date of organization: Articles of association filed February 7, 1889.

By what authority incorporated: Act approved April 4, 1868, and supplements thereto.

This company's railroad has not been constructed.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	January 11, 1892.
John P. Green,	Philadelphia,	do.
Lewis Neelson,	Philadelphia,	do.
Wm. A. Patton,	Radnor, Delaware county, Pa.,	do.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. N. DuBarry.	233 South Fourth street. Philadelphia.
Secretary and Treasurer, . . .	Albert Hewson, ...	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
McKeesport railroad (contemplated.)	Cochrane Station on the Pittsburgh, Virginia and Charleston railroad.	McKeesport, ...	2	2

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$874 82	Capital stock, ...	$20,000 00
Cash and current assets, ...	19,125 18		
Total.	$20,000 00	Total.	$20,000 00

McKEESPORT AND BESSEMER RAILROAD COMPANY.

Date of organization: Articles of association filed October 29, 1888.

By what authority incorporated: Act approved April 4, 1868, and supplements thereto.

The railroad of this company is not yet completed and none of it in operation.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
W. H. Barnes.	Philadelphia.	Vacancy.	
J. N. DuBarry, ...	do.	Wm. A. Patton, . . .	Radnor, Delaware co., Pa.
John P. Green.	do.	Henry D. Welsh, . . .	Philadelphia.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	Robert Pitcairn.	Pittsburgh.
Secretary and Treasurer.	Albert Hewsen, ...	233 S. Fourth street, Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The McKeesport and Bessemer railroad (contemplated).	Cochran station on the Pittsburgh, Virginia and Charleston railway,	Western end of McKeesport.	1.50	1.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$441,207 54	Capital stock,	$22,000 00
Cash and current assets,	115 00	Current liabilities,	419,157 54
Other assets:		Miscellaneous receipts,	177 00
Sundries.	12 00		
Total,	$441,334 54	Total,	$441,334 54

McKEESPORT CONNECTING RAILROAD COMPANY.

Date of organization: March 20, 1889.

By what authority incorporated: Under general law, act of April 4, 1868, and its supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Horace Crosby,	Pittsburgh,	June 3, 1892.
E. C. Converse,	New York, N. Y.,	do.
J. H. Pierce,	McKee port, Pa.,	do.
A. Chandon,	McKeesport, Pa.,	do.
C. I. O'Connor,	McKeesport, Pa.,	do.
J. W. Downer, Jr.,	New York, N. Y.,	do.

Date of last meeting of stockholders for election of directors: June 3, 1891.

Postoffice address of general office: McKeesport, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Horace Crosby,	Pittsburgh.
Secretary.	J. W. Downer, Jr.,	New York. N. Y.
Treasurer.	C. I. O'Connor.	McKeesport. Pa.
Chief Engineer (M. M.),	George N. Reiley,	Braddock, Pa.
General Solicitor, Attorney or Counsel,	W. B. Rodgers,	Pittsburgh.
General Manager,	E. C. Converse,	New York. N. Y.
General Freight Agent,	H. Holdane.	McKeesport, Pa.
Superintendent,	Wm. B. Schiller,	McKeesport, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
McKeesport Connecting Railroad Company,	McKeesport, Pa.,	Port Perry, Pa.,	3.041 ft.	3,041 ft.
Total mileage operated,			3,041 ft.	3,041 ft.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$33,211 28	Capital stock,	$40,000 00
Cost of equipment,	12,391 62	Current liabilities,	40,657 02
Stock not issued,	31,100 00	Profit and loss,	2,574 88
Cash and current assets,	6,529 00		
Total,	$83,231 90	Total,	$83,231 90

EMPLOYES AND SALARIES.

CLASS.		Number.	Total yearly compensation.	Average daily compensation.
Enginemen,	Four months, only part of time given.	1	$98 50	
Firemen,		1	62 86	
Conductors,		1	78 38	
Other trainmen,		4	261 32	
Total,			$501 06	$4 10
Distribution of above:				
Conducting transportation,			$501 06	
Total,			$501 06	
Employes in Pennsylvania:				
Total number of employes in Pennsylvania,		7		
Total yearly compensation of employes in Pennsylvania, 4 months,			$501 06	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	1	1
Aggregate length (feet),	3,041	3,041

Gauge of track, 4 ft. $8\frac{1}{2}$ in.

McKEESPORT AND VERSAILLES BELT LINE RAILROAD COMPANY.

Date of organization: August 12, 1890.

By what authority incorporated: Act of general assembly to authorize the formation and regulation of railroad corporations, approved April 4, 1868, and acts supplementary thereto.

Road not in operation.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John R. Romaine,	McKeesport, Pa.,	August 12, 1892.
Thomas Reynolds,	Reynoldton, Pa.,	do.
E. F. Woods,	McKeesport, Pa.,	do.
J. C. Smith,	McKeesport, Pa.,	do.
E. P. Douglas,	McKeesport, Pa.,	do.
W. D. Reed,	McKeesport, Pa.,	do.

Date of last meeting of stockholders for election of directors: August 12, 1890.

Postoffice address of general office: McKeesport, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	W. B Peters,	McKeesport, Pa.
Secretary,	E. F. Woods,	do.
Treasurer,	J. C. Smith,	do.
General Solicitor, Attorney or Counsel,	E. P. Douglas,	do.

MAHONING VALLEY RAILROAD COMPANY.

Date of organization: October 14, 1891.

By what authority incorporated: United States. State of Pennsylvania. An act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporotions," approved April 14, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Adrian Iselin,	New York, N. Y.,	October 14, 1891.
Adrian Iselin, Jr.,	New York, N. Y.,	do.
Henry Fatio,	New York, N. Y.,	do.
J. H. Hocart,	Brooklyn, N. Y.,	do.
J. A. Haskell,	Helvetia, Pa.,	do.
Jno. McLeavy,	Helvetia, Pa.,	do.
W. F. Arms,	Helvetia, Pa.,	do.
H. F. Smith,	Helvetia, Pa.,	do.
W. J. Webster,	Helvetia, Pa.,	do.

Date of last meeting of stockholders for election of directors: October 14, 1890.

Postoffice address of general office: Helvetia, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. A. Haskell,	Helvetia, Pa.
Secretary,	W. J. Webster,	Helvetia, Pa.
Treasurer,	J. A. Haskell,	Helvetia, Pa.
Chief Engineer,	W. F. Arms,	Helvetia, Pa.
General Solicitor, Attorney or Counsel,	E. H. Clarke,	Brookville, Pa.
Auditor,	W. J. McManius,	Helvetia, Pa.
General Manager,	J. A. Haskell,	Helvetia, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mahoning Valley Railroad Company,	Helvetia, Pa.,	Stanley, Pa.,	3.09	3.09
Buffalo, Rochester and Pittsburgh railway,	Stanley, Pa.,	Falls Creek, Pa.,	8.07	8.07
Total,			11.16	11.16

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$47,624 24	Capital stock,	$45,000 00
Cost of equipment,	111,555 72	Funded debt,	80,000 00
Cash and current assets,	3,285 50	Current liabilities,	37,205 86
Other assets:		Profit and loss, deficit,	319 68
Sundries,	60 08		
Total,	$162,525 54	Total,	$162,525 54

IMPORTANT CHANGES DURING THE YEAR.

Road built during year 1891.

CONTRACTS, AGREEMENTS, ETC.

Contract with Buffalo, Rochester and Pittsburgh railway, dated April 2, 1891, effective January 1, 1891, for a period of ten years, each party to the contract having the privilege of terminating same after five years, by giving two years' notice in writing. Contract covering use of Buffalo, Rochester and Pittsburgh tracks, sidings, etc., from Stanley, Pa., to Falls Creek, for a minimum yearly rental of $3,300.00, payable monthly ($275.00), based on the supposition that the tonnage transported by the Mahoning Valley railroad will be ten per cent. of the entire tonnage transported by both parties over the Buffalo, Rochester and Pittsburgh tracks, between the points named, viz: Stanley to Falls Creek. It being agreed by both parties that the sum of $3,300.00 represents the interest on the original cost of construction of the road to be jointly used together with the cost of maintenance of way and conducting transportation operating expenses, and upon this amount of $3,300.00 made up of interest, $13,500.00, maintenance of way expenses $5,000.00, and conducting transportation charges operating joint line at $14,100.00 annually, the charge of trackage is to be based for a single track between Stanley, Pa., and Falls Creek, with use of intermediate sidings as may be necessary for proper handling of traffic as are in existence at date of this contract. But should the traffic necessitate additional facilities, requiring additional capital for construction and expense of maintaining them, the yearly rental is to be increased in the same relative proportion of such increased capital and expenses; but no charges are to be made increasing rental without mutual agree-

ment of both parties. After first year rental to be based on actual tonnage of year preceding, or a certain percentage of the total tonnage transported of the $33,000.00. Both parties being equally responsible for accident, damage, etc., resulting from negligence of officers and employes, or failure of equipment, etc. The Mahoning Valley railroad furnishing its own engine and crew for transporting their tonnage. And it is understood that all freight consigned over the Buffalo, Rochester and Pittsburgh shall be forwarded to destination via the Buffalo, Rochester and Pittsburgh, provided they offer equal facilities and give equal rates to destination as other lines may offer.

EMPLOYES AND SALARIES.

General officers,	$85 00
General office clerks,	107 50
Enginemen and firemen,	426 50
Conductors and other trainmen,	350 16
Other trackmen,	47 94
All other employes and laborers,	182 84
Total,	$1,199 94
Distribution of above:	
General administration,	$192 50
Maintenance of way and structures,	47 94
Maintenance of equipment,	64 00
Conducting transportation,	895 50
Total,	$1,199 94
Employes in Pennsylvania:	
Total yearly compensation of employes in Pennsylvania,	$1,199 94

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden,	4
Gauge of track,	4 ft. 8½ in.

MANAYUNK AND PHILADELPHIA RAILROAD COMPANY.

Date of organization: September 11, 1889.

By what authority incorporated: An act of the general assembly, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

Road not yet constructed.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. E. Thompson,	Philadelphia.	January 12, 1892.
Edmund H. Bell,	do.	do.
George J. Elliot,	do.	do.
H. B. Caldwell,	do.	do.
Arthur W. Tobey,	do.	do.
George G. Glenn,	do.	do.
Nathan L. Keyser,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 259 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Wm. E. Thompson,	Philadelphia.
Vice President,	Edmund H. Bell,	do.
Secretary,	John A. Glenn,	do.
Treasurer,	Daniel Lamont, Jr.,	do.
General Solicitor, Attorney or Counsel,	Samuel Gustine Thompson,	do.

MARTIN'S CREEK RAILWAY COMPANY.

Date of organization: April 14, 1885.

By what authority incorporated: General railroad act of the Legislature of Pennsylvania, dated April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry,	Philadelphia,	January 18, 1892.
John P. Green,	do.	do.
Amos R. Little,	do.	do.
G. B. Roberts,	do.	do.
N. P. Shortridge,	do.	do.
Henry D. Welsh,	do.	do.

Date of last meeting of stockholders for election of directors: January 19, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	W. H. Wilson,	233 South Fourth St., Philadelphia.
Secretary, Treasurer,	Hugh B. Ely,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Martin's Creek Railway Company.	Middle of Delaware river,	Connection with the Bangor and Portland railroad, near mouth of Martin's Creek, Pa.	Pennsylvania Railroad Company.	.15	.15
Total mileage,				.15	.15

The entire capital stock of the Martin's Creek Railway Company is owned by the Belvidere Delaware Railroad Company, and is operated with that road under a lease from that company, dated February 15, 1876, to the United New Jersey Railroad and Canal Company, from January 1, 1876, to June 30, 2870, which was assigned to the Pennsylvania Railroad Company March 7, 1876.

Surplus, after paying expenses and fixed charges, to be paid to the lessors.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$30,000 00	Capital stock	$30,000 00
Total	$30,000 00	Total	$30,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	1	1
Gauge of track		4 ft. 9 in.

MEADVILLE AND LINESVILLE RAILWAY COMPANY.

(From June 30, 1890, to June 7, 1891.)

By what authority incorporated: Reorganization act of 1861.

DIRETORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
G. W. Delamater	Meadville, Pa.	W. S. McGunnegle	Meadville, Pa.
T. A. Delamater	do.	D. S. Richmond	do.
Lewis Walker	do.	H. L. Richmond	do.
A. C. Hiudekoper	do.		

Postoffice address of general office: Meadville, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	G. W. Delamater	Meadville, Pa.
Vice President	A. C. Hiudekoper	do.
Secretary	H. L. Richmond	do.
Treasurer	V. M. Delamater	do.
Auditor	T. A. Delamater	do.
General Superintendent	T. A. Delamater	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Meadville and Linesville,	Meadville,	Linesville,	20.5	20.5

IMPORTANT CHANGES DURING THE YEAR.

The Meadville and Linesville railroad was placed in the hands of A. C. Hiudekoper, of Meadville, Pa., as receiver by the court of common pleas of Crawford county, Pennsylvania, February 7, 1891. Later a commissioner (A. C. Hiudekoper) was appointed by same court. The road was sold at the instance of the bondholders at public sale and purchased by sanie, and was then leased to Pittsburgh, Shenango and Lake Erie Railroad Company. Lease taking effect June 7, 1891.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company pay 40 per cent. of gross revenue on line.

United States mails carried on weight basis, which at present amounts to $412.53 per quarter year.

Passenger and freight business with other roads pro rated on mileage basis.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$725 00	. . . . .
General office clerks,	. . . .	1,100 00	$3 50
Station agents,	3	1,440 00	1 75
Other station men,	1	480 00	1 35
Enginemen,	2	1,920 00	3 00
Firemen,	2	1,080 00	1 50
Conductors,	2	1,560 00	2 17
Other trainmen,	2	1,080 00	1 50
Section foremen,	3	1,440 00	1 34
Other trackmen,	16	6,240 00	1 25
Switchmen, flagmen and watchmen,	1	182 50	50
Total,	34	$17,277 50	. . . . .
Distribution of above:			
General administration,	2	$1,825 00	. . . . .
Maintenance of way and structures,	19	7,680 00	. . . . .
Conducting transportation,	13	7,772 50	. . . . .
Total,	34	$17,277 50	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	4	4
Aggregate length (feet),	920	920
Telegraph:		
Miles of line owned by this company,	20.5	20.5
Miles of line operated by this company,	20.5	20.5
Gauge of track,	4 ft. 8½ in.	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Linesville Station, owned by Pennsylvania Railroad Company.

Name the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star, Union and Empire Lines operate over this line.

MIDDLETOWN AND HUMMELSTOWN RAILROAD COMPANY.

Date of organization: July 31, 1888.

By what authority incorporated: Act April 4, 1868, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
I. A. Sweigard,	Philadelphia,	Fourth Tuesday in January, 1892.
W. R. Taylor,	do.	do.
B. H. Bail,	do.	do.
C. G. Hancock,	do.	do.
H. T. Naisby,	do.	do.
R. S. Davis,	do.	do.
Geo. Ziegler,	do.	do.
C. K. Klink,	do.	do.
C. E. Metzler,	do.	do.

Date of last meeting of stockholders for election of directors: January 27, 1891.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	A. A. McLeod,	Philadelphia.
Secretary.	W. R. Taylor,	Philadelphia.
Treasurer.	E. M. Hoffer,	Hummelstown, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Middletown and Hummelstown railroad,	Hummelstown, Pa..	Middletown, Pa., .	6.60	6.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$121,820 88	Capital stock paid in,	$175,000 00
Cash and current assets,	75,000 00	Current liabilities,	26,344 75
Profit and loss,	4,523 87		
Total,	$201,344 75	Total,	$201,344 75

IMPORTANT CHANGES DURING THE YEAR.

Road opened in August, 1890.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3		
Station agents,	1	$660 00	$2 11
Enginemen,	1	945 26	3 02
Firemen,	1	588 44	1 88
Conductors,	1	939 00	3 00
Other trainmen,	2	1,214 44	1 94
Section foremen,	1	600 00	1 92
Other trackmen,	13	5,086 25	1 25
Switchmen, flagmen and watchmen,	1	360 00	1 15
Telegraph operators,	1	360 00	1 15
All other employes and laborers,	1	24 00	08
Total,	26	$10,777 39	$1 32
Distribution of above:			
General administration,	3		
Maintenance of way and structures,	14	$5,686 25	$1 30
Conducting transportation,	9	5,091 14	1 81
Total,	26	$10,777 39	$1 32
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	26		
Total yearly compensation of employes in Pennsylvania,		$10,777 39	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	6.70	6.70
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	6.90	6.90

MIFFLIN AND CENTRE COUNTY RAILROAD COMPANY.

Date of organization: Incorporated April 2, 1860.

By what authority incorporated: Act of April 2, 1860, and supplements of May 1, 1861, March 23, 1865, and March 6, 1867.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
G. B. Roberts.	Philadelphia.	N. Parker Shortridge, .	Wynnewood, Pa.
Henry D Welsh.	do.	G. W. Elder.	Lewistown, Pa.
W. H. Wilson, ...	do.	R. H. Lee, ...	Lewistown, Pa.
W. H. Barnes, ...	do.	Jas. H. Mann, ...	Lewistown, Pa.
John P. Green, ...	do.	R. D. Barclay, ...	Philadelphia.
Wm. A. Patton.	do.	Vacancy.	

Date of last meeting of stockholders for election of directors: February 17, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President, ...	J. N. DuBarry, ...	Philadelphia.
Secretary, ...	Albert Hewson, ...	do.
Treasurer.	Taber Ashton.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mifflin and Centre County railroad.	Lewistown Junction,	Milroy, . . .	Penna. Railroad Company,	12.31	12.31
Total mileage, .	. . . . .	. . . . .	. . . . .	12.31	12.31

Leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine years from 19th of March, 1863. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$365,939 39	Capital stock, ...	$167,775 00
Profit and loss.	67,510 65	Funded debt.	200,000 00
		Current liabilities, ...	65,675 04
Total.	$433,450 04	Total, ...	$433,450 04

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds, ...	Lewistown Junction, . .	Milroy, ...	12.31	$16,247 03

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden, ...	12	12
Trestles:		
Number, ...	1	1
Aggregate length (feet), ...	55	55
Telegraph:		
Miles of line owned by this company, ...	6.60	6.60
Miles of wire owned by this company.	13.10	13.10
*Miles of line operated by Pennsylvania Railroad Company, lessee, .	7.60	7.60
*Miles of wire operated by Pennsylvania Railroad Company, lessee, .	15.10	15.10

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MILL CREEK AND MINE HILL NAVIGATION AND RAILROAD COMPANY.

Date of organization: February 7, 1828.

By what authority incorporated: State of Pennsylvania. Act approved February 7, 1828.

Operated by the Philadelphia and Reading Railroad Company.

*One mile of line and one mile of wire belong to Western Union Telegraph Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	407 Library street, Philadelphia.	December, 1891.
Geo. DeB. Keim,	do. do.	do.
Thos. Cochran,	do. do.	do.
P. C. Hollis,	do. do.	do.
Wm. R. Taylor,	do. do.	do.
J. M. Landis,	do. do.	do.

Date of last meeting of stockholders for election of directors: December 29, 1890.

Postoffice address of general office: 407 Library street, Philadelphia, Pa.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	407 Library street, Philadelphia.
Secretary and Treasurer,	P. C. Hollis,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
	From—	To—			
Mill Creek and Mine Hill Navigation and Railroad Company.	Mill Creek,	New Castle,	Philad. and Reading Railroad Company.	3.8	3.8
Total mileage,				3.8	3.8

The Mill Creek and Mine Hill Navigation and railroad is leased to the Philadelphia and Reading Railroad Company for 999 years, at a rental of $33,000 and taxes per annum. The lease is dated July 25, 1861.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$323,045 00	Capital stock,	$323,375 00
Cash and current assets,	3,281 03	Current liabilities,	1,660 62
		Profit and loss,	1,290 41
Total,	$326,326 03	Total,	$326,326 03

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
President,	1	$200 00	
Secretary and Treasurer,	1	250 00	
Total,	2	$450 00	$1 23

16–11–91.

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron,	2
Number wooden,	9
Trestles:	
Number,	3
Aggregate length (feet),	230¾
Gauge of track,	4 ft. 8½ in.

MINE HILL AND SCHUYLKILL HAVEN RAILROAD COMPANY.

Date of organization: March 24, 1828.

By what authority incorporated: Act of Legislature of State of Pennsylvania, dated March 24, 1828.

If a consolidated company, name the constituent companies: Mine Hill and Schuylkill Haven Railroad Company, chartered March 24, 1828; Mt. Eagle and Tremont railroad, chartered June 29, 1853, merged into Mine Hill, March 24, 1862; supplement, chartered March 22, 1855; Schuylkill Haven and Lehigh River railroad, chartered July 14, 1862, merged into Mine Hill, May 16, 1863.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Benj. H. Shoemaker. . .	205 North Fourth street, Philadelphia, . . .	January, 1891, or until others are chosen.
Frederick Fraley, ...	1000 Walnut street, Philadelphia, ...	
John W. Biddle, ...	459 Marshall street, Philadelphia.	
William Hacker, ...	233 South Fourth street, Philadelphia, . . .	
Alfred Jones, ...	Germantown, Philadelphia.	
Josiah Jones, ...	Oak Lane Postoffice, Philadelphia.	
James G. McCollin, . .	506 Marshall street, Philadelphia, ...	
Barclay R. Leeds, ...	3221 North Seventeenth street, Philadelphia,	
Philip C. Garrett, ...	Logan Postoffice, Philadelphia, ...	
Thomas McKean, ...	153 Dock street, Philadelphia.	
Redwood F. Warner, . .	School Lane near Wissahickon avenue, Germantown, Philadelphia.	

Date of last meeting of stockholders for the election of directors: January 11, 1891.

Postoffice address of general office: 119 South Fourth street, Philadelphia.

Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President, ...	Benj. H. Shoemaker, ...	205 North Fourth St., Philadelphia.
Secretary, ...	James G. McCollin, ...	119 South Fourth St., Philadelphia.
Treasurer, ...	John W. Biddle, ...	119 South Fourth St., Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Mine Hill and Schuylkill Haven Railroad Co.,	Schuylkill Haven,	Locust Gap,	Philadelphia and Reading R. R. Co.	149.7	149.7
Total mileage,				149.7	149.7

The Mine Hill and Schuylkill Haven Railroad Company is leased to the Philadelphia and Reading Railroad Company for a period of 999 years, at a rental of 8 per cent. on the capital stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$4,165.572 49	Capital stock,	$4,210,200 00
Cash and current assets,	4.316 55	Due Philadelphia and Reading Railroad Company,	67 13
Profit and loss,	44,619 59	Dividend due,	4,241 50
Total,	$4,214,508 63	Total,	$4,214,508 63

IMPORTANT CHANGES DURING THE YEAR.

Two thousand five hundred and sixty-six shares stock issued November 10, 1890, to the Philadelphia and Reading Railroad Company on account of betterments made by that company.

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, $4,000.00.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Have none.

MONONGAHELA CONNECTING RAILROAD COMPANY.

Date of organization: March 31, 1885.

By what authority incorporated: State of Pennsylvania, act of April 4, A. D. 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry A. Laughlin,	Pittsburgh,	January 11, 1892.
B. F. Jones,	do.	do.
George M. Laughlin,	do.	do.
A. L. Jones,	do.	do.
Jas. Laughlin, Jr.,	do.	do.
A. L. King,	do.	do.
B. F. Jones, Jr.,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Third avenue and Fry street, Pittsburg.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Henry A. Laughlin,	Pittsburgh.
Vice President,	Jas. Laughlin, Jr.,	do.
Secretary,	Benjamin Page,	do.
Treasurer,	Jas. Laughlin, Jr.,	do.
Engineer,	W. G. Wilkins,	do.
Solicitor,	John D. McKennan,	do.
Auditor,	Benjamin Page,	do.
General Manager,	W. C. Quincy,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line,	Ormsby,	Baltimore and Ohio Railroad Junction.	.90	.90
South Side Branch,	Main Line,	Pittsburgh and Lake Erie Railroad Junc.	.30	.30
West Branch,	Main Line,	Along Monongahela river.	.87	.87
Other Branches,			1.06	1.06
Total mileage operated,			3.13	3.13

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$648,035 94	Capital stock,	$445,000 00
Cost of equipment,	36,212 25	Funded debt,	200,000 00
Lands owned,	21,775 00	Current liabilities,	48,902 93
Cash and current assets,	43,815 04	Profit and loss,	55,935 30
Total,	$749,838 23	Total,	$749,838 23

EMPLOYES AND SALARIES.

CLASS.	Number.	Average yearly compensation.	Total daily compensation.
General officers,	2	$4,650 00	
General office clerks,	1	450 00	
Station agents,	1	1,500 00	
Other station men,	3	2,010 00	
Enginemen,	5	4,427 50	$3 00
Firemen,	5	2,662 28	1 80
Conductors,	5	3,915 19	2 64
Other trainmen,	15	7,279 69	1 98
Carpenters,	2	1,162 63	2 25
Other shopmen,	3	1,525 52	1 70
Section foremen,	3	2,802 59	2 62
Other trackmen,	16	7,092 39	1 33½
Switchmen, flagmen and watchmen,	3	1,533 56	1 20
Telegraph operators and dispatchers,	1	1,280 00	
All other employes and laborers,		160 74	
Total,	65	$42,452 09	
Distribution of above:			
General administration,		$5,100 00	
Maintenance of way and structures,		11,142 33	
Maintenance of equipment,		1,525 52	
Conducting transportation,		24,684 24	
Total,		$42,452 09	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron (1,040 feet),	1	1
Trestles:		
Number,	3	3
Aggregate length (feet),	2,100	2,100
Gauge of track,		4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Locomotive house and grounds, from Laughlin & Co. (Lim.); Land for depot grounds and tracks, from M. K. Moorhead, Esq.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MONONGAHELA AND CHARTIERS RAILROAD COMPANY.

Date of organization: May, 1890.

By what authority incorporated: General laws of Pennsylvania, act of April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Henry Large,	West Elizabetb.	W. W. Payne,	Coal Valley.
W. H. Stevenson,	Pittsburgh.	R. Q. Whitten,	Pittsburgh.
R. M. Blackburn,	Coal Valley.	W. Eckley.	Pittsburgh,

Date of last meeting of stockholders for election of directors: At organization, May, 1890.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	H. Large, Jr.,	West Elizabeth.
Secretary and Treasurer,	F. C. Renziehausen,	Pittsburgb.
Auditor,	W. H. Stevenson,	Pittsburgh.

PROPERTY OPERATED.

No part of main line has yet been built. No branch lines. None under lease, contract or otherwise.

STOCKS OWNED.

Henry Large, Jr.,	$5,400 00
W. W. Payne,	400 00
R. M. Blackburn,	400 00
John Sperben,	400 00
R. Q. Whitten,	5,400 00
Chas. Large,	5,200 00
W. H. Stevenson,	5,200 00
F. C. Renziehausen,	5,300 00
W. Eckley,	500 00
Total,	$28,000 00

GENERAL BALANCE SHEET.

Capital stock,	$2,800 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MONT ALTO RAILROAD COMPANY.

Date of organization: Incorporated May 3, 1864; organized November 14, 1871.

By what authority incorporated: Laws of the State of Pennsylvania; an act to incorporate May 3, 1864; an act extending time and completion, March 9, 1870; supplement to an act to incorporate, April 6, 1870.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Thomas B. Kennedy,	Chambersburg, Pa.,	Second Tuesday in May,	1892.
Chauncey Ives,	Chambersburg, Pa.,	do.	do.
J. F. Boyd,	Chambersburg, Pa.,	do.	do.
Hastings Gehr,	Chambersburg, Pa.,	do.	do.
M. C. Kennedy,	Chambersburg, Pa.,	do.	do.
Geo. B. Wiestling,*	Mont Alto, Pa.,	do.	do.
E. P. Dwight,	Philadelphia,	do.	do.

Date of last meeting of stockholders for election of directors: May 13, 1891.

Postoffice address of general office: Mont Alto, Franklin county, Pa.

*Died June 17, 1891.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	Thomas B. Kennedy, ...	Chambersburg, Pa,
Secretary and Treasurer, ...	Edward B. Wiestling, ...	Mont Alto, Pa.
Chief Engineer, ...	Chauncey Ives, ...	Chambersburg, Pa.
General Passenger and Ticket Agent, . . .	Edward B. Wiestling, ...	Mont Alto, Pa.
General Freight Agent, ...	A. Z. Langdon.	Harrisburg, Pa.
General Superintendent, ...	J. F. Boyd, ...	Chambersburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mont Alto railroad, ...	Junction with Cumberland Valley Railroad,	Waynesboro', . . .	17.89	17.89
Total mileage operated, ...	. . . . .	. . . . .	17.89	17.89

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$218.204 75	Capital stock, ...	$110,000 00
Cost of equipment, ...	16,795 25	Funded debt, ...	125,000 00
Cash and current assets.	14,949 18	Current liabilities, ...	129,816 77
Profit and loss, ...	114,867 59		
Total.	$364,816 77	Total, ...	$364.816 77

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. of transportation. United States mails for $1,155.88 per annum.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage, ...	Junction with Cumberland Valley,	Waynesboro', .	19.89	$6.284 56

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	3	$1,300 00	
Station agents	6	1,335 00	$0 71
Enginemen	2	1,878 00	3 00
Firemen	2	848 00	1 34
Conductors	2	1,224 00	1 95
Other trainmen	3	1,079 85	1 15
Section foremen	3	1,368 00	1 46
Other trackmen	12	3,380 40	90
Switchmen, flagmen and watchmen	1	313 00	1 00
Total	34	$12,726 25	$1 23
Distribution of above:			
General administration	3	$1,300 00	$3 98
Maintenance of way and structures	15	4,748 40	1 01
Conducting transportation	16	6,677 85	1 33
Total	34	$12,726 25	$1 23
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	34		
Total yearly compensation of employes in Pennsylvania		$12,726 25	$1 23

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	14	14
Number wooden	7	7
Trestles:		
Number	1	1
Aggregate length	456	456
Telegraph:		
Miles of line owned by this company	19.25	19.25
Miles of wire owned by this company	20.50	20.50
Miles of line operated by this company	19.25	19.25
Miles of wire operated by this company	20.50	20.50

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MONTGOMERY, PHILADELPHIA AND DELAWARE RIVER RAILROAD COMPANY.

Date of organization: September 11, 1889.

By what authority incorporated: Act of the general assembly, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

Road not yet constructed.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. E. Thompson,	Philadelphia,	January 12, 1892.
Edmund H. Bell,	do.	do.
George J. Elliott,	do.	do.
H. B. Caldwell,	do.	do.
Arthur W. Tobey,	do.	do.
George G. Glenn,	do.	do.
Nathan L. Keyser,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 259 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Wm. E. Thompson,	Philadelphia.
Vice President,	Edmund H. Bell,	do.
Secretary,	John A. Glenn,	do.
Treasurer,	Daniel Lammot, Jr.,	do.
General Solicitor, Attorney or Counsel,	Saml. Gustine Thompson,	do.

MONTOUR RAILROAD COMPANY.

Date of organization: September 19, 1877.

By what authority incorporated: "An act to authorize the formation and regulation of railroad companies," act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Wm. McCreery,	Pittsburgh.	Geo. A. Berry,	Pittsburgh.
John A. Cougbey,	do.	W. M. Short,	do.
W. B. Rodgers,	do.	W. C. Andrews,	do.

Date of last meeting of stockholders for election of directors: January 8, 1883.

Postoffice address of general office: 95 Fifth avenue, Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Wm. McCreery,	Pittsburgh.
Secretary,	W. M. Short,	Pittsburgh.
Chief Engineer,	C. A. Cooper,	Pittsburgh.
General Solicitor, Attorney or Counsel,	W. B. Rodgers,	Pittsburgh.
Auditor,	W. B. Case.	Pittsburgh.
General Manager,	U. A. Andrews,	Pittsburgh.
General Passenger Agent,	N. C. Andrews,	Pittsburgh.
General Ticket Agent,		
General Freight Agent,		
General Superintendent,	Wm. Bald,	Imperial, Pa.
Superintendent of Telegraph,	W. B. Case,	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line owned,	Montour Junc., Pa.,	Imperial, Pa.,	11	11

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General office clerks,	2	$520 00
Station agents,	2	310 00
Other station men,	1	240 00
Enginemen,	2	1,680 00
Firemen,	2	1,104 00
Conductors,	2	1,500 00
Other trainmen,	2	1,080 00
Machinists,	4	2,105 97
Carpenters,	4	2,122 24
Other shopmen,	1	547 78
Section foremen,	1	558 00
Other trackmen,	11	4,038 05
Switchmen, flagmen and watchmen.	1	313 00
Telegraph operators and dispatchers,	2	400 00
All other employes and laborers,	1	600 00
Total,	38	$17,119 04
Employes in Pennsylvania:		
Total number of employes in Pennsylvania,	38	
Total yearly compensation of employes in Pennsylvania,		$17,119 04

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD:	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number of wooden,	13	13
Telegraph:		
Miles of line owned by this company,	11	11
Miles of wire owned by this company,	11	11
Miles of line operated by this company,	11	11
Miles of wire operated by this company,	11	11

Gauge of track, ... 4 ft. 8½ in.

MONTROSE RAILWAY COMPANY.

Date of organization: April 15, 1869, supplement March 17, 1871, charter signed April 30, 1871.

By what authority incorporated: State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Rohtert Klotz,	Mauch Chunk,	January, 1892.
Charles O. Sheer,	Mauch Chunk,	do.
S. D. Thomas,	Springville,	do.
H. K. Sherman,	Springville,	do.
C. M. Gere,	Montrose,	do.
Azur Lathrop,	Montrose,	do.
Paul Billings,	Tunkhannock,	do.
W. E. Little,	Tunkhannock,	do.
Benjamin F. Blakslee,	Lynn,	do.
Lemuel Blakslee,	Springville,	do
Samuel H. Sayre,	Montrose,	do.
J. S. Tashell,	Montrose,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Mauch Chunk, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	James I. Blakslee,	Mauch Chunk.
Secretary,	John R. Raynsford,	Montrose.
Treasurer,	Asa P. Blakslee,	Mauch Chunk.
General Solicitor, Attorney or Counsel,	Wm. M Post,	Montrose.
General Passenger Agent,	Asa P. Blakslee,	Mauch Chunk.
General Ticket Agent,	Asa P. Blakslee,	Mauch Chunk.
General Freight Agent,	Asa P. Blakslee,	Mauch Chunk.
Division Superintendent,	T. G. Walter,	Tunkhannock.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Montrose railway,	Tunkhannock,	Montrose,	28	28
Total mileage operated.			28	28

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$332,661 18	Capital stock,	$304,900 00
Cost of equipment,	41,308 13	Capital part paid,	2,527 21
Cash and current assets,	11,527 80	Profit and loss,	78,069 90
Total,	$385,497 11	Total,	$385,497 11

CONTRACTS, AGREEMENTS, ETC.

The Adams Express Company pay us one-sixth ($\frac{1}{6}$) of gross receipts; settle monthly.

United States Government pay quarterly an amount based on weight of mail we carry. No other contracts.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	$1,700 00	
Station agents,	3	300 00	$0 32
Enginemen,	1	1,121 79	3 58
Firemen,	1	604 05	1 93
Conductors,	1	1,266 66	4 05
Other trainmen,	2	1,025 48	1 64
Section foremen,	4	1,752 80	1 40
Other trackmen (average),	16	4,938 50	1 00
Employes—account floating equipment,	1	626 00	2 00
Total,	33	$13,335 28	
Distribution of above:			
General administration,	4	$1,700 00	
Maintenance of way and structures,	20	6,691 30	
Maintenance of equipment,	1	626 00	
Conducting transportation,	8	4,317 98	
Total,	33	$13,335 28	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	33		
Total yearly compensation of employes in Pennsylvania,		$13,335 28	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number iron	1	1
Gauge of track		3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Have no debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MOUNT CARBON AND PORT CARBON RAILROAD COMPANY.

By what authority incorporated: State of Pennsylvania. Act approved July 16, 1842.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo	407 Library street, Philadelphia,	December, 1891.
Geo. DeB. Keim	do. do.	do.
Thos. Cochran	do. do.	do.
P. C. Hollis	do. do.	do.
Wm. R. Taylor	do. do.	do.
Jas. M. Landis	do do.	do.

Date of last meeting of stockholders for election of directors: December 29, 1890.

Postoffice address of general office: 407 Library street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	A. A. McLeod	407 Library street, Philadelphia.
Secretary and Treasurer	P. C. Hollis	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Mount Carbon and Port Carbon Railroad Co.	Mount Carbon,	Port Carbon,	Philadelphia and Reading Railroad Company.	2.5	2.5
Total,				2.5	2.5

The Mount Carbon and Port Carbon Railroad Company has leased its road to the Philadelphia and Reading Railroad Company for a term of fifty years. The lease is dated March 5, 1860. The annual rental is $36,250.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$261,186 30	Capital stock,	$282,350 00
Other permanent investments, real estate,	21,629 15	State tax unpaid. dividends,	2,552 40
	$282,815 45	Profit and loss,	787 87
Cash and current assets,	2,874 82		
Total,	$285,690 27	Total,	$285,690 27

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
President,	1	$200 00	
Secretary and Treasurer,	1	250 00	
Total,	2	$450 00	$1 23
Distribution of above:			
General administration,		$450 00	
Total,		$450 00	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number wooden,	7	7
Trestles:		
Number,	2	2
Aggregate length (feet),	480	480

Gauge of track, ... 4 ft. $8\frac{1}{2}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The company has no funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MOUNT JEWETT, KINZUA AND RITERVILLE RAILROAD COMPANY.

Date of organization: April 27, 1889.

By what authority incorporated: General railroad act approved April 4, A. D. 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Elisha K. Kane,	Kane, Pa.,	January 11, 1892.
Thos. L. Kane,	do.	do.
Evan O'u. Kane,	do.	do.
D. T. Hall,	do.	do.
J. D. Magowan,	do.	do.
J. Dennistown Watts,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Kushequa, McKean county, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Elisha K. Kane,	Kane, Pa.
Secretary,	Harriet A. Kane,	Kane, Pa.
Treasurer,	Thos. L. Kane,	Kane, Pa.
Chief Engineer,	G. H. Lyon,	Bradford, Pa,
Auditor,	J. Dennistown Watts,	Kushequa, McKean county, Pa.
General Manager,	B. F. Matteson,	Kushequa, McKean county, Pa.
General Superintendent,	Thos. M. McClellan,	Kushequa, McKean county, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mount Jewett, Kinzua and Riterville railroad.	Mount Jewett, Pa.,	Camp Halsey,	5	5
	Kushequa,	Gaffneys,	1	1
	McAmbley Junc.,	McAmbleys,	.5	.50
	McAmbley Junc.,	Beaver Meadows,	.5	.50
	Kushequa, 1st switch,	Kushequa Pond,	.25	.25
Total mileage operated,			7.25	7.25

STOCKS OWNED.

Kinzua Hemlock railroad, total par value, $57,000.00.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$51,529 35	Capital stock,	$80,000 00
Cost of equipment,	14,511 07	Funded debt,	40,000 00
Stocks of other companies owned.	57,000 00	Current liabilities,	2,440 42
		Accrued interest on funded debt not yet payable,	600 00
Total,	$123,040 42	Total,	$123,040 42

CONTRACTS, AGREEMENTS, ETC.

Traffic contract with New York, Lake Erie and Western railway for division earnings for joint traffic and percentage basis.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Mount Jewett,	Camp Halsey,	5	$80,000 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,		$320 25	
Station agents.		125 00	$0 66⅔
Enginemen.		2,394 11	7 64
Firemen,			
Conductors,		1,373 43	4 13
Other trainmen,			
Section foremen,		2,998 67	9 58
Other trackmen,			
Total.		$7,211 46	
Distribution of above:			
General administration,		$320 25	
Maintenance of way and structures,		2,998 67	
Conducting transportation,		3,892 54	
Total,		$7,211 46	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania.	12		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles :		
Aggregate length (feet),	30	30

Gauge of track, 4 ft. 8½ in., and 3 ft.

MOUNT PENN GRAVITY RAILROAD COMPANY.

Date of organization: April 20, 1889.
By what authority incorporated: Under general railroad law.
If a consolidated company, name the constituent companies: Not consolidated.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Rick,	Reading, Pa.,	January 14, 1892.
James Nolan,	do.	do.
S. E. Ancona,	do.	do.
Jesse G. Hawley,	do.	do.
Thos. P. Merritt,	do.	do.
Frank S. Livingood,	do.	do.
M. Brayton McKnight,	do.	do.
Daniel H. Wingerd,	do.	do.
Wm. R. McIlvain,	do.	do.
Benj. F. Owen,	do.	do.
Henry A. Muhlenberg,	do.	do.
Jonathan G. Leinbach,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: Northeast corner Fifth and Penn streets, Reading, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	James Rick,	Reading, Pa.
Vice President,	Dr. D. B. D. Beaver,	do.
Secretary,	Calvin M. Dechant,	do.
Treasurer.	Frank S. Livingood,	do.
Superintendent and Engineer,	Calvin M. Dechant.	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mount Penn Gravity railroad.	Mineral Spring Park Station.	Mineral Spring Park Station.	7.48	7.48
Total mileage operated,			7.48	7.48

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$101,122 03	Capital stock.	$100,000 00
Cost of equipment,	31,660 28	Funded debt.	35,000 00
Cash and current assets.	1,340 56	Current liabilities.	100 00
Profit and loss,	977 13		
Total.	$135,100 00	Total,	$135,100 00

17–11–91.

IMPORTANT CHANGES DURING THE YEAR.

The main track at the Black Spot was moved westward from the tower, creating a plateau for better unloading and loading of passengers, and a siding placed west of the main track for the return of the locomotives after taking their trains over the summit.

Sixty thousand dollars worth of first mortgage bonds were authorized and $35,000.00 of them issued and easily taken by the stockholders.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bonds (Mt. Penn Gravity railroad).	Mineral Spring Park Station.	Mineral Spring Park Station.	7.48	$8,021 39	All the real estate, railroad property, corporate rights and franchises.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	4		
Station agents	1	$560 00	$1 45
Other station men	1	320 00	1 29
Enginemen	3	1,465 00	2 31
Firemen	2	570 00	1 45
Conductors	3	654 00	1 43
Other trainmen	4	1,033 50	1 33
Other shopmen	2	765 00	1 37
Section foremen	1	400 00	1 61
Other trackmen	4	1,248 00	1 30
witchmen, flagmen and watchmen	2	519 00	1 29
All other employes and laborers	13	3,900 00	1 25
Total	40	$11,434 50	$1 46
Distribution of above:			
Maintenance of way and structures		$4,548 00	
Mainteuance of equipment		1,050 00	
Conducting transportation		5,836 50	
Total		$11,434 50	

CHARACTERISTICS OF ROAD.

Number wooden bridges	1
Gauge of track	4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards or other terminal facilities, does this road use for which it pays a rental: None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MOUNT PLEASANT AND BROAD FORD RAILROAD COMPANY.

Date of organization: May 16, 1870.

By what authority incorporated: State of Pennsylvania, acts February 19, 1849, April 6, 1870.

Operated by Pittsburgh and Connellsville Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. D. Meeds	Pittsburgh,	Second Monday in January, 1892.
A. R. Banning,	Pittsburgh.	do.
W. C. Magee,	Pittsburgh,	do.
O. P. Shupe,	Mount Pleasant, Pa.,	do.
C. L. Fitzhugh,	Allegheny, Pa.,	do.
C. F. Mayer,	Baltimore, Md.,	do.
Robert Garrett,	Baltimore, Md.,	do.
Alexander Shaw,	Baltimore, Md.,	do.
J. B. Jackson,	Pittsburgh,	do.
John Bissell,	Pittsburgh,	do.
S. L. Schoonmaker,	Pittsburgh,	do.
John D. Frisbee,	Connellsville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Pittsburgh.

Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. B. Washington,	Pittsburgh.
Secretary,	A. W. Black,	Pittsburgh.
Treasurer and Superintendent,	A. W. Black,	Pittsburgh.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
	From—	To—			
Mount Pleasant and Broad Ford Railroad Company.	Broad Ford, Pa.,	Mount Pleasant, Pa.	Pittsburgh and Connellsville Railroad Company.	9.7	9.7
Total mileage,				9.7	9.7

Operated by the Baltimore and Ohio Railroad Company by virtue of lease of Pittsburgh and Connellsville Railroad Company, the lessees of this company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$203,167 81	Capital stock,	$150,500 00
Cash and current assets,	577,800 32	Profit and loss,	630,478 13
Total,	$780,968 13	Total,	$780,968 13

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	5	5
Number wooden,	4	4
Trestles:		
Aggregate length (feet),	32	32

Gauge of track, 4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MOUNT PLEASANT AND LATROBE RAILROAD COMPANY.

Date of organization: August 20, 1881.

By what authority incorporated: Incorporated under a supplement passed June 8, 1874, to an act to authorize the formation of railroad corporations, approved April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. C. Frick,	Pittsburgh,	January 11, 1892.
John Walker,	do.	do.
H. M. Curry,	do.	do.
W. F. McCook,	do.	do.
G. B. Bosworth,	do.	do.
John G. A. Leishman,	do.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: 42 Fifth avenue, Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	H. C. Frick,	Pittsburgh.
Secretary and Treasurer,	G. B. Bosworth,	do.
General Solicitor, Attorney or Counsel,	W. F. McCook,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mt. Pleasant and Latrobe Railroad Company.	Mt. Pleasant, Pa.,	Texas Branch S. W. Penna. railroad.	3.651 ft.	3,651 ft.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$13,030 34	Capital stock.	$13,000 00
		Profit and loss,	30 34
Total,	$13,030 34	Total,	$13,030 34

NESCOPEC RAILROAD COMPANY.

Date of organization: June 3, 1886.
By what authority incorporated: General law, April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	May 10, 1892
Henry D. Welsh,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
Wm. H. Barnes,	Philadelphia,	do
N. P. Shortridge,	Wynnewood, Pa.,	do.
J. C. Bright,	Pottsville, Pa.,	do

Date of last meeting of stockholders for election of directors: May 12, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia, Pa.
Secretary,	James R. McClure,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Nescopec railroad. . .	Nescopec, .	Rock Glen Junction.	Pennsylvania Railroad Company.	11.96	11.96

Operated by the Pennsylvania Railroad Company, under resolutions of the board, the net earnings to be paid to this company.

This arrangement went into effect, April 25, 1887, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$460,295 28	Capital stock, ...	$259,000 00
Profit and loss, ...	63,413 32	Funded debt, ...	200,000 00
		Current liabilities, ...	64,808 60
Total, ...	$523,808 60	Total.	$523,808 60

EMPLOYES AND SALARIES.

General officers, 3: no yearly compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	1	1
Number iron.	7	7
Telegraph:		
Miles of line owned by this company, ...	12	12
Miles of wire owned by this company, ...	24	24
Miles of line operated by Pennsylvania Railroad Company, ...	12	12
Miles of wire operated by Pennsylvania Railroad Company, ...	24	24
Gauge of track, ...		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight taffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

NESQUEHONING VALLEY RAILROAD COMPANY.

Date of organization: May 14, 1861.
By what authority incorporated: Special act of May 14, 1861.
Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. R. Cope,	Philadelphia,	Second Monday in January, 1892.
J. W. Woolston,	do.	do. do.
W. P. Cresson,	do.	do. do.
J. S. Harris,	do.	do. do.
E. W. Clark,	do.	do. do.
P. C. Garrett,	do.	do. do
Edward Lewis,	do.	do. do.
S. Dickson,	do.	do. do.
B. H. Shoemaker,	do.	do. do.
J. W. Biddle,	do.	do. do.
Geo. C. Thomas,	do.	do. do.
J. Bayard Henry,	do.	do. do.
R. O. Massey, Jr.,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. W. Woolston,	Philadelphia.
Secretary, Treasurer.	C. F. Howell.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Nesquehoning Valley,	Nesquehoning Junction,	Tamanend,	Central Railroad Company of New Jersey.	16.66	16.66

The Nesquehoning Valley Railroad is leased to the Lehigh Coal and Navigation Company for the term of nine hundred and ninety-nine years, from November 4, 1868. The road was sub-leased to the Central Railroad of New Jersey, March 31, 1871, and is operated by that company in connection with the Lehigh and Susquehanna railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,418,756 35	Capital stock,	$1,418,600 00
Cash and current assets,	684 34	Current liabilities,	840 69
Total,	$1,419,440 69	Total,	$1,419,440 69

NEVERSINK MOUNTAIN RAILROAD COMPANY.

Date of organization: July 5, 1889.

By what authority incorporated: Act of April 4, 1868, and acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. Brooke,	Birdsboro', Pa.,	June 27, 1892.
Geo. F. Baer,	Reading, Pa.,	do.
W. D. Smith,	Reading, Pa.,	do.
Henry T. Kendall,	Reading, Pa.,	do.
Morton C. McIlvain,	Reading, Pa.,	do.
W. F. Woolten,	Reading, Pa.,	do.

Date of last meeting of stockholders for election of directors: June 27, 1891.

Postoffice address of general office: 436 Penn street, Reading, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	R. T. Leaf,	Reading, Pa.
Secretary,	Morton C. McIlvain,	do.
Treasurer,	D. W. Slehman,	do.
General Solicitor, Attorney or Counsel,	Geo. F. Baer,	do.
General Superintendent,	Paul A. Millholland,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Neversink Mountain Railroad Company,	Ninth and Penn streets, Reading,	Klapperthal,	8½	8½

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$130,206 93	Capital stock,	$65,000 00
Cost of equipment,	43,346 12	Current liabilities,	116,553 05
Lands owned,	8,000 00		
Total,	$181,553 05	Total,	$181,553 05

CHARACTERISTICS OF ROAD.

Trestles:

Number,	2
Aggregate length (feet),	215
Gauge of track,	4 ft. 8½ in.

NEVILLE ISLAND RAILROAD COMPANY.

Date of organization: No organization under charter.

By what authority incorporated: General law; supplement to an act, entitled "An act to authorize the formation and regulation of railroad corporations," approved June 8, 1874.

The company was chartered May 9, 1890, and after that time nothing was ever done under the charter. The company never met for organization, and the whole project was abandoned.

OFFICERS.

President, David Smith, No. 117 Diamond street, Pittsburgh.

NEW CASTLE AND BEAVER VALLEY RAILROAD COMPANY.

Date of organization: March 29, 1862.

By what authority incorporated: Act of assembly approved February 6, 1862, supplement approved February 17, 1863, April 20, 1864, and April 9, 1869.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Patterson.	New Castle, Pa., ...	Second Monday in January, 1892.
Wm. L. Scott, ...	Erie, Pa., ...	do. do.
John B. Jackson, ...	Pittsburgh, ...	do. do.
L. S. Heyt, ...	New Castle, Pa., ...	do. do.
L. Raney, ...	New Castle, Pa., ...	do. do.
John L. Crawford, ...	New Castle, Pa., ...	do. do.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President, ...	R. W. Cunningham.*	
Secretary, ...	J. A. Crawford, ...	New Castle, Pa.
Treasurer, ...		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New Castle and Beaver Valley Railroad Co., .	New Castle, . .	Homewood, . .	Pennsylvania Co., .	14.98	14.98

* Elected in January, 1891; died in May, 1891; at present have not elected his successor.

June 29, 1865, leased to the Pittsburgh, Fort Wayne and Chicago Railway Company for 99 years at a rental of forty per cent. of the gross receipts. This lease assigned by the lessee to the Pennsylvania Railroad Company, under date of June 7, 1869. June 29, 1874, the Pennsylvania Railroad Company conveyed this lease to the Pennsylvania Company to take effect as of date April 1, 1871.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$877,059 84	Capital stock	$700,000 00
Cash and current assets	75,122 62	Current liabilities	1,966 49
		Income under lease	250,215 97
Total	$952,182 46	Total	$952,182 46

EMPLOYES AND SALARIES.

General officers 2; total yearly compensation, $1,600.00.

NEW CASTLE AND BEAVER VALLEY RAILROAD—PENNSYLVANIA COMPANY OPERATING.

OFFICERS OF PENNSYLVANIA COMPANY.

TITLE.	NAMES.	ADDRESS.
President	George B. Roberts	Philadelphia.
First Vice President	James McCrea	Pittsburgh.
Second Vice President	J. T. Brooks	Pittsburgh.
Third Vice President	Thos. D. Messler	Pittsburgh.
Fourth Vice President	John E. Davidson	Pittsburgh.
Secretary	S. B. Liggett	Pittsburgh.
Treasurer	T. H. B. McKnight	Pittsburgh.
Assistant Treasurer	John P. Henderson	Pittsburgh.
Chief Engineer	Thos. Rodd	Pittsburgh.
General Counsel	J. T. Brooks	Pittsburgh.
Assistant Counsel	J. J. Brooks	Pittsburgh.
Auditor of Freight Receipts	John M. Lyon	Pittsburgh.
Auditor of Passenger Receipts	J. P. Farley	Pittsburgh.
Auditor of Disbursements	James Instan	Pittsburgh.
General Manager	Joseph Wood	Pittsburgh.
General Superintendent of Transportation	E. B. Taylor	Pittsburgh.
Comptroller	John W. Renner	Pittsburgh.
Assistant Comptroller	Albert McElevey	Pittsburgh.
General Passenger and Ticket Agent	E. A. Ford	Pittsburgh.
Chief Assistant General Passenger Agent	Frank Van Dusen	Pittsburgh.
General Freight Agent	Wm. Stewart	Pittsburgh.
General Superintendent	Chas. Watts	Pittsburgh.
Division Superintendent	J. M. Kimball	Lawrence Junction, Pa.
Purchasing Agent	Wm. Mullins	Pittsburgh.
Superintendent of Telegraph	E. C Bradley	Pittsburgh.
General Baggage Agent	R. R. Bently	Pittsburgh.

PROPERTY OPERATED

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
New Castle and Beaver Valley railroad	Homewood, Pa.	New Castle, Pa.	14.98	14.98
Total mileage operated			14.98	14.98

CONTRACTS, AGREEMENTS, ETC.

Express—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic and seventy per cent. of gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or Transportation Companies or Lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of the Union Line cars.

Telegraph Companies—The Western Union Telegraph Company pays a fixed rental for telegraph privileges furnished. It receives a proportion of the telegraph receipts and pays a proportion of the expenses.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	34	$2,036 07	
Division officers,	7	1,744 82	
General office clerks,	5	4,092 10	$2 76
Other employes, general office,	2	983 35	2 01
Station agents,	3	1,500 00	1 39
Enginemen,	6	5,689 29	3 03
Firemen,	6	3,469 29	1 85
Conductors,	10	9,942 84	3 17
Other trainmen,	23	16,677 40	2 32
Machinists,	1	817 20	2 27
Carpenters,	2	1,409 83	2 26
Other shopmen,	3	1,610 18	1 71
Section foremen,	4	2,280 00	1 58
Other trackmen,	26	9,609 60	1 19
Telegraph operators and dispatchers,	1	900 00	2 50
All other employes and laborers,	23	11,717 58	1 37
Total,	156	$74,479 55	
Distribution of above:			
General administration,	48	$8,856 34	
Maintenance of way and structures,	30	11,889 60	
Maintenance of equipment,	6	3,837 21	
Conducting transportation,	72	49,896 40	
Total,	156	$74,479 55	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	156		
Total yearly compensation of employes in Pennsylvania,		$74,479 55	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	6	6
Number iron,	6	6
Number wooden,	1	1
Telegraph:		
Miles of line operated by this company, jointly with W. U. Tel. Co.,	14.9	14.9
Miles of wire operated by this company,	44.4	44.4
Miles of line operated by W. U. Tel. Co., jointly with this company,	14.9	14.9
Miles of wire operated by W. U. Tel. Co.,	29.8	29.8

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Should be reported by the lessor company.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Anchor Line.

NEW CASTLE AND BUTLER RAILROAD COMPANY.

Date of organization: 1881.

M. S. Marquis, director, New Castle, Pa.

Date of last meeting of stockholders for election of directors: June, 1891.

Postoffice address of general office: South Mill street, New Castle, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	M. S. Marquis.	New Castle, Pa.
Vice President,	F. W. Biddle.	do.
Treasurer,	W. H. Marquis.	do.
General Solicitor, Attorney or Counsel,	A. L. Hazen.	do.
General Manager,	G. B. Berger,	do.
General Superintendent,	Frank W. Marquis.	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New Castle and Butler railroad,	New Castle,	Mineral Ridge,	2½	2½

CHARACTERISTICS OF ROAD.

Trestles:	
Number,	3
Aggregate length (feet),	325

The capital stock of the New Castle and Butler railroad is owned by M. S. Marquis and operated by himself to haul limestone and clay. Do not keep itemized accounts, and have only the total operating and earning accounts, hence unable to make report in full.

NEW CASTLE AND SHENANGO VALLEY RAILROAD COMPANY.

Date of organization: May 3, 1887.

By what authority incorporated: Laws of Pennsylvania.

Operated by the New York, Lake Erie and Western, Lessee, New York, Pennsylvania and Ohio.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. W. Johnson	New Castle, Pa.	May, 1892.
L. Raney	New Castle, Pa.	do.
Wm. Patterson	New Castle, Pa.	do.
Chas. S. Wallace	New Castle, Pa.	do.
P. L. Kimberly	Sharon, Pa.	do.
E. A. Wheeler	Sharon, Pa.	do.
Chas. E. Whitehead	New York city.	do.
E. B. Thomas	New York city.	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office: New Castle, Pa.

Postoffice address of operating company: New York, Lake Erie and Western Railroad Company, New York city.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	G. W. Johnson	New Castle, Pa.
Vice President	L. Raney	do.
Secretary, Treasurer	Chas. S. Wallce	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New Castle and Shenango Valley Railroad Company.	New Castle.	Middlesex.	N. Y., L. E. & W. R. R. Co. lessee, N. Y., P. & O.	16.2	16.2
Side tracks				2.8	2.8
Total mileage				19	19

The line of the New Castle and Shenango Valley Railroad Company, is leased by the New York, Pennsylvania and Ohio Railroad Company for a term of ninety-three years and two months (beginning March 1, 1889, and terminating April 30, 1982), and is operated by the New York, Lake Erie and Western Railroad Company, lessee of the New York, Pennsylvania and Ohio, as per contract or lease dated March 1, 1889.

Thirty-two per cent. of the gross earnings to be paid the New Castle and Shenango Valley Railroad Company, as rental, said thirty-two per cent. guaranteed to be equal to $15,000 per annum, and said New York, Lake Erie and Western and New York, Pennsylvania and Ohio Companies to pay annually that amount to the Farmers' Loan and Trust Company, New York, to meet the interest on the bonded debt.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$540,893 40	Capital stock	$292,250 00
Cash and current assets	1,320 75	Funded debt	250,000 00
Expense account	35 85		
Total	$542,250 00	Total	$542,250 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of road.
	From—	To—	Miles.	
First mortgage	New Castle, Pa.,	Middlesex, Pa.,	16.2	
Side tracks			2.8	
Total			19	$13,157 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? As yet none.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Not in any association.

NEWPORT AND SHERMAN'S VALLEY RAILROAD COMPANY.

Date of organization: July 31, 1890.

By what authority incorporated: Under the general railroad laws of the commonwealth.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
B. M. Eby	Newport, Pa.,	Second Tuesday in January, 1892.	
W. H. Gantt	Newport, Pa.,	do.	do.
H. H. Bechtel	Newport, Pa.,	do.	do.
R. M. Cline	Harrisburg, Pa.,	do.	do.
W. R. Deheney	Harrisburg, Pa.,	do.	do.
A. P. W. Johnston	Harrisburg, Pa.,	do.	do.
A. V. Caldwell	Landisburg, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: Second Tuesday in January, 1891.

Postoffice address of general office: Newport, Perry county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	David Gring,	Newport, Pa.
Vice President,	H. H. Bechtel.	Newport, Pa.
Secretary,	Horace Beard.	Newport, Pa.
Treasurer,	J. H. Irwin.	Newport, Pa.
Chief Engineer.	A. P. W. Johnston.	Harrisburg, Pa.
General Solicitor. Attorney or Counsel.	W. H. Sponsler.	New Bloomfield, Pa.
Auditor,	A. B. Grosh.	New Bloomfield, Pa.
General Manager,	David Gring.	Newport, Pa.
General Superintendent,	A. B. Grosh.	New Bloomfield, Pa.
Superintendent of Express.	J. K. Everhart,	Newport, Pa.
General Baggage Agent.	J. K. Everhart,	Newport, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Newport and Sherman's Valley Railroad Company,	Newport, Pa.,	Loysville, Pa.,	16

IMPORTANT CHANGES DURING THE YEAR.

This road is under process of construction and is little more than half built upon its contemplated route, extending from Newport to New Germantown. The line at date of this report is constructed to Loysville, an intermediate point, about sixteen miles from Newport. The assets for construction consist of $31,365.00 unpaid stock and the balance of authorized bonds as they may from time to time be issued for sale. The current expenses of construction are thus met. The current liabilities for operation are all met and paid out of operating income, and balance over is devoted to construction liabilities.

The road is in process of construction and trains running only some four months. By the next year the road will be completed and the working of the road made regular. We have given as much general information as we can give accurately. Our construction work and operating work is so much commingled that we cannot now give a truthful statement of each. The road has not yet been taken off the contractor's hands, and trains are run to help meet expenses largely and pay earnings after operating expenses to contractor as explained above.

CONTRACTS, AGREEMENTS, ETC.

There is but one contract and that is with Adams Express Company, and by the terms of which this company agrees to carry the express matter of the Adams Express Company for forty per cent. of the gross receipts, the express company paying all expenses of agents, messengers, stationery, etc.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		
	From—	To—	Miles.
First mortgage bond, ...	Newport, Pa., ...	New Germantown,	30

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

NEW YORK, LACKAWANNA AND WESTERN RAILWAY COMPANY OF PENNSYLVANIA.

Date of organization: November 23, 1880.

By what authority incorporated: Under general railroad law of 1868, etc.

If a consolidated company, name the constituent companies: Consolidated and merged into the New York, Lackawanna and Western railway of New York, October 23, 1883, which latter is operated under lease, by the Delaware, Lackawanna and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William R. Storrs, ...	Scranton, ...	Until next election.
James Archbald, ...	do.	do. do.
Garret Bogart, ...	do.	do. do.
James W. Fowler, ...	do.	do. do.
Robert McKenna, ...	do.	do. do.
John F. Snyder, ...	do.	do. do.
Walter Dawson, ...	do.	do. do.

Date of last meeting of stockholders for election of directors: November 11, 1880.

Postoffice address of general office: Scranton, Pa.

Postoffice address of operating company: 26 Exchange Place, New York city.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	W. F. Hallstead, ...	Scranton, Pa.
Secretary, ...	Fred. F Chambers, ...	New York city.
Treasurer, ...	Frederick H. Gibbens, ...	New York city.
General Manager, ...	W. F. Hallstead, ...	Scranton, Pa.

PROPERTY OPERATED.

NAME.	Total mileage of road.	Total mileage in Pennsylvania.
New York, Lackawanna and Western railway, crossing State line three times into townships of Athens and South Waverly, Bradford county, Pa., ...	6.41	6.41

GENERAL BALANCE SHEET.

The cost of this railroad is included in the cost of the New York, Lackawanna and Western railway, of New York, and the exact cost of the six miles in Pennsylvania cannot be ascertained. No assets.

The only liabilities are the 240 shares of stock, par value being $12,000, held in trust for the New York company, which company has issued $12,000 of its own stock in exchange therefor. No unfunded debt. The stock pays no dividend.

CHARACTERISTICS OF ROAD.

Bridges: Number iron (595 feet), ...	8
Gauge of track, ...	4 ft. 8½ in.

NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY.

Date of organization: September 27, 1887.

By what authority incorporated: Under laws of New York, Pennsylvania, Ohio, Indiana and Illinois.

If a consolidated company, name the constituent companies: This company's railroad was built for the New York, Chicago and St. Louis Railway Company, a consolidated company organized under the laws of the five states above-named and composed of constituent companies in the several states, to wit: The Buffalo, Cleveland and Chicago Railway Company of New York, whose articles of association were filed with the Secretary of State about January 15, 1881; the Buffalo, Cleveland and Chicago Railway Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth about January 15, 1881; the New York and Chicago Railway Company of Ohio, whose articles of incorporation were filed with Secretary of State about March 15, 1881; the New York and Chicago Railway Co. of Indiana, whose articles of incorporation were filed with Secretary of State March 4, 1881; the New York and Chicago Railway Company of Illinois, whose articles of organization were filed with the Secretary of State March 23, 1881. All of the constituent companies were incorporated under the general railroad laws of their respective states, to wit: General railroad law of New York, entitled "An act to authorize the formation of the railroad companies and to regulate the same," passed April 2, 1850; in Pennsylvania, an act to authorize the formation and regulation of railroad corporations, approved April 4, 1868; in Ohio, sections 3236 to 3245 of revised statutes; in Indiana, sections 3885 to 3888 of revised statutes; in Illinois, chapter 114 of revised statutes, sections 1 to 6. The constituent companies were consolidated by agreement, dated April 8, 1881, under the general laws of the five states named,

to which reference is made, as follows: In New York, chapter 917 of the laws of 1868, entitled "An act authorizing the consolidation of certain railroad companies;" in Pennsylvania, an act supplementary to an act regulating railroad companies, approved the 17th day of February, A. D. 1849, approved the 24 of March, 1865; in Ohio, sections 3380 to 3385 of revised statutes; in Indiana, section 3971 revised statutes; in Illinois, chapter 32 of revised statutes, sections 50 to 57. By reason of the foreclosure of mortgages upon its railway it was sold in May, 1887. Companies, incorporated under the laws of the five states above-named, respectively bought from the purchasers the portions in their respective states. These companies, with the dates of their incorporation, were as follows: The New York, Chicago and St. Louis Railroad Company of New York, whose articles of association were filed with Secretary of State June 22, 1887; the Erie and State Line Railroad Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth June 27, 1887; the Cleveland and State Line Railroad Company, whose articles of incorporation were filed with Secretary of State August 15, 1887; the Fort Wayne and Illinois Railroad Company, whose certificate of incorporation was filed with Secretary of State June 28, 1887; the Chicago and State Line Railroad Company, whose articles of incorporation were filed with the Secretary of State June 30, 1887. All were organized under the general railroad laws of the several states to which reference is given above.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William K. Vanderbilt,	New York, N. Y.,	May, 1892.
Cornelius Vanderbilt,	New York, N. Y.,	do.
Fred. W. Vanderbilt,	New York, N. Y.,	do.
Hamilton McK. Twombly,	New York, N. Y.,	do.
John S. Kennedy,	New York, N. Y.,	do.
James A. Roosevelt,	New York, N. Y.,	do.
Chauncey M. Depew,	New York, N. Y.,	do.
Fred. W. Oleott,	New York, N. Y.,	do.
Allyn Cox,	New York, N. Y.,	do.
D. W. Caldwell,	Cleveland, Ohio,	do.
Samuel E. Williamson,	Cleveland, Ohio,	do.
Ralph W. Hickox,	Cleveland, Ohio,	do.
Charles M. Reed,	Erie, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 6, 1891.
Postoffice address of general office: Cleveland, Ohio.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
Chairman of the Board,	William K. Vanderbilt,	New York, N. Y.
President,	D. W. Caldwell,	Cleveland, Ohio.
Secretary,	Allyn Cox,	New York, N. Y.
Treasurer,	Allyn Cox,	New York, N. Y.
Assistant Treasurer,	H. Hammersley,	Cleveland, Ohio.
General Counsel,	Samuel E. Williamson,	Cleveland, Ohio.
Auditor,	James P. Curry,	Cleveland, Ohio.
General Passenger Agent,	B. F. Horner,	Cleveland, Ohio.
General Freight Agent,	G. B. Spriggs,	Cleveland, Ohio.
General Superintendent,	Lewis Williams,	Cleveland, Ohio.
Division Superintendent,	A. W. Johnston,	Cleveland, Ohio.
Division Superintendent,	C. D. Gorham,	Fort Wayne, Ind.
Superintendent of Motive Power,	John MacKenzie,	Cleveland, Ohio.
Superintendent of Telegraph,	George T. Williams,	Cleveland, Ohio.
Purchasing Agent,	M. M. Rodgers,	Cleveland, Ohio.
Transfer Agent,	F. Middlebrook,	New York, N. Y.
Car Accountant,	J. M. Daly,	Cleveland, Ohio.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main Line Owned.				
The New York, Chicago and St. Louis railroad.	Buffalo, N. Y., ...	The boundary line between the States of Indiana and Illinois.	502.56	43.98
Line Operated Under Lease.				
The Chicago and State Line railroad,	The boundary line between the States of Indiana and Illinois.	Grand Crossing, Ill.,	9.96	. . . . .
Line Operated Under Trackage Rights.				
New York, Lake Erie and Western railroad.	In Buffalo, N. Y., . .	. . . . .	1.60	. . . . .
Lake Shore and Michigan Southern railway.	Grand Grossing, Ill.,	Chicago, Ill., ...	8.90	. . . . .
Total mileage operated, ...	. . . . .	. . . . .	523.02	43.98

STOCKS OWNED.

The Chicago and State Line Railroad Company, ...	$1,500,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$46,240,575 57	Capital stock, ...	$30,000,000 00
Cost of equipment, ...	3,616,721 50	Funded debt, ...	19,681,000 00
Cash and current assets, ...	1,301,574 45	Current liabilities, ...	792,025 12
		Accrued interest on funded debt not yet payable, ...	195,370 00
		Sinking fund account, ...	293,702 35
		Profit and loss, ...	196,774 05
Total, ...	$51,158,871 52	Total, ...	$51,158,871 52

CONTRACTS, AGREEMENTS, ETC.

Express Companies—American, from July 1, 1890, to April 30, 1891; National, from May 1 to June 30, 1891. Terms: We receive at the rate of six cents per ton per mile on all tonnage between Cleveland and Chicago, and $200.00 per month between Cleveland and Buffalo.

Mails—The annual compensation allowed this company by the United States Government for the transportation of mails is $25,819.60.

Fast Freight Lines—Lackawanna Line, Nickel Plate Line, Traders' Despatch, Interstate Despatch, Southwest Despatch, White Line Central Transit Company, All are co-operative lines owned by the companies over whose roads they run.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	To—	Miles.	Amount of mortgage per mile of line.
First mortgage bonds, ...	Buffalo, N. Y., . .	Grand Crossing, Ill.	512.52	$38,400 45

All equipment and income mortgaged. The railroad of the Chicago and State Line Railroad Company is not technically morgaged, but all its securities and stock are pledged to the mortgagee.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	16	$69,266 47	
General office clerks	87	68,783 75	$2 17
Station agents	106	64,554 35	1 69
Other station men	304	183,924 35	1 70
Enginemen	108	194,901 80	4 56
Firemen	108	103,751 80	2 43
Conductors	108	145,718 00	3 71
Other trainmen	253	209,563 50	2 48
Machinists	120	80,288 30	2 24
Carpenters	253	142,462 35	1 83
Other shopmen	167	99,094 85	1 85
Section foremen	102	60,804 20	1 73
Other trackmen	776	220,739 50	1 22
Switchmen, flagmen and watchmen	426	329,475 75	2 06
Telegraph operators and dispatchers	142	91,393 20	1 77
All other employes and laborers	670	421,716 15	1 85
Total	3,746	$2,486,418 32	$2 04
Distribution of above:			
General administration	103	$138,050 22	$3 67
Maintenance of way and structures	1,045	386,972 74	1 41
Maintenance of equipment	674	406,188 73	1 91
Conducting transportation	1,924	1,555,206 63	2 24
Total	3,746	$2,486,418 32	$2 04
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	160		
Total yearly compensation of employes in Pennsylvania		$102,298 24	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	48	14
Number wooden	11	
Trestles:		
Number	290	12
Aggregate length (feet)	28,629	1,367
Telegraph:		
Miles of line operated by this company	512.52	43.98
Miles of wire operated by this company	1,539	131.90
Miles of line operated by National Telegraph Company	512.52	43.98
Miles of wire operated by National Telegraph Company	6,590	571.73

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Under the sinking fund provisions of the mortgage, if in any year ending on September 30, the earnings are $900,000.00 or more over actual operating expenses, and bonds can be bought at a rate not exceeding 102 per cent. and accrued interest, $100,000.00 is to be paid to the trustee, and same to be applied by it in the purchase of bonds. The bonds thus purchased are to be canceled by the trustee and surrendered to this company. Should the trustee be unable, in any year when the earnings are $900,000.00 or more over actual operating expenses, to purchase bonds at or less than the rate named above, for such year the $100,000.00 does not have to be paid.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Lackawanna Line, Nickel Plate Line, Traders' Despatch, Interstate Despatch, Southwest Despatch, White Line Central Transit Company.

NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

Date of organization: Certificate filed April 27, 1878.

By what authority incorporated: Under the general railroad act of the state of New York, dated April 2, 1850.

If a consolidated company, name the constituent companies: Not a consolidated company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Josiah Belden,	7 West Fifty-first street, N. Y. city.	November 24, 1891.
Henry H. Cook,	1 E. Seventy-eighth street, N. Y. city.	do.
Wm. N. Gilchrist,	Windsor Hotel, N. Y. city,	do.
Jas. J. Goodwin,	45 West Thirty-fourth street, N. Y. city.	do.
Morris K. Jessup,	197 Madison avenue, N. Y. city.	do.
John King,	19 East Sixty-ninth street, N. Y. city.	do.
William Libbey,	Inwood, N. Y.,	do.
John G. McCullough,	507 Madson avenue, N. Y. city.	do.
Ogden Mills,	2 East Sixty-ninth street, N. Y. city.	do.
Cortlandt Parker,	Newark, New Jersey,	do.
Geo. W. Quintard,	43 West Thirty-third street, N. Y. city,	do.
M. F. Reynolds,	Rochester, N. Y.,	do.
William L. Strong,	12 West Fifty-seventh street, N. Y. city.	do.
Eben B. Thomas,	175 West Fifty-eighth street, N. Y. city.	do.
J. Lowber Welsh,	Philadelphia, Pa.	do.
Wm. A. Wheelock,	13 West Forty-eighth street, N. Y. city.	do.
William Whitwright,	16 W. Twenty-second street, N. Y. city.	do.

Date of last meeting of stockholders for election of directors: November 25, 1890.

Postoffice address of general office: P. O. box 839, New York city.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	John King,	21 Cortlandt street, New York city.
First Vice President,	E. B. Thomas,	21 Cortlandt street, New York city.
Second Vice President,	G. H. Vaillant,	21 Cortlandt street, New York city.
Third Vice President,	A. Donaldson,	21 Cortlandt street, New York city.
Secretary,	A. R MacDonough,	21 Cortlandt street, New York city.
Treasurer,	Edward White,	21 Cortlandt street, New York city.
Assistant Treasurer,	W. B. Bancker,	21 Cortlandt street, New York city.
Chief Engineer,	C. W. Buchholz,	21 Cortlandt street, New York city.
General Solicitor, Attorney or Counsel,	Jas. A. Buchanan,	21 Cortlandt street, New York city.
Assistant Attorney,	Charles Steele,	21 Cortlandt street, New York city.
Auditor,	W. Farrington,	21 Cortlandt street, New York city.
Auditor of Disbursements,	N. S. Rutter,	21 Cortlandt street, New York city.
Auditor of Traffic,	E. P. Campbell,	21 Cortlandt street, New York city.
General Passenger Agent,	W. C. Rinearson,	21 Cortlandt street, New York city.
General Freight Agent,	F. L. Pomeroy,	21 Cortlandt street, New York city.
General Superintendent,	J. H. Barrett,	21 Cortlandt street, New York city.
Division Surerintendent,	C. R. Fitch,	Jersey City, New Jersey.
Division Superintendent,	W. L. Derr,	Port Jervis, New Jersey.
Division Superintendent,	M. W. Maguire,	Elmira, New York.
Division Superintendent,	G. A. Thompson,	Rochester, New York.
Division Superintendent,	J. F. Maguire,	Hornellsville, New York.
Division Superintendent,	C. A. Brunn,	Buffalo, New York.
Superintendent of Telegraph,	W. J. Holmes,	21 Cortlandt street, New York city.
Superintendent of Ttransportation,	W. H. Starr,	Jersey City, New Jersey.
General Baggage Agent,	C. H. Clough,	Chambers street, New York city.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York, Lake Erie and Western railroad,	Piermont, N. Y.,	Dunkirk, N. Y.,	446.63	42.17
Newburgh Branch,	Newburgh, N. Y.,	Greycourt, N. Y.,	18.73	. . . . .
Newburgh and New York railroad,	Arden Jc., N. Y.,	Vails Gate Jc., N.Y.	12.64	. . . . .
Buffalo Branch,	Hornellsville, N.Y.	Attica, N. Y.,	60.92	. . . . .
Edgerton Branch,	Mayfield, Pa.,	Edgerton Breaker, Pa.,	2.50	2.50
Paterson and Hudson railroad,	Jersey City, N. J.,	Suffern, N. Y.,	31.24	. . . . .
Paterson and Ramapo railroad,				
Union railroad,				
Montgomery and Erie railroad,	Goshen, N. Y.,	Montgomery, N.Y.,	10.43	. . . . .
Goshen and Dechertown railroad,	Goshen, N. Y.,	Pine Island, N. Y.,	11.64	. . . . .
Hawley Branch,	Lackawaxen, Pa.,	Hawley, Pa.,	15.61	15.61
Lockport and Buffalo railway,	Tonawanda, N. Y.,	Lockport, N. Y.,	13.76	. . . . .
Rochester and Genesee Valley railroad,	Avon, N. Y.,	Rochester, N. Y.,	18.40	. . . . .
Avon, Geneseo and Mt. Morris railroad,	Avon, N. Y.,	Mount Morris, N.Y.,	17.70	. . . . .
Buffalo and Southwestern railroad,	Buffalo Co. R.R.Jc.	Jamestown, N. Y.,	66.36	. . . . .
Weehawken Branch,	Bergen Jc., N. J.,	D. & H. Coal Docks, N. J.,	3.44	. . . . .
Northern Railroad of New Jersey,	Bergen Jc., N. J.,	Nyack, N. Y.,	26.05	. . . . .
Erie International railway,	Main street, Buffalo	Iuternation'l bridge	4.50	. . . . .
Erie and Black Rock railroad,	International Jc., N. Y.,	Black Rock, N. Y.,	1.14	. . . . .
Conesus Lake railway,	Hamilton, N. Y.,	Lakeville, N. Y.,	1.61	. . . . .
Bergen and Dundee railroad,	Garfield, N. J.,	Passaic, N. J.,	2.45	. . . . .
Paterson, Newark and New York,	Paterson, N. J.,	Newark, N. J.,	11.32	. . . . .
Newark and Hudson railroad,	Bergen Jc., N. J.,	Newark, N. J.,	5.62	. . . . .
Bergen County railroad,	Rutherford Jc. N.J.,	Ridgewood Jc. N.J.,	9.82	. . . . .
Jefferson railroad, Honesdale Branch,	Hawley, Pa.,	Honesdale, Pa.,	8.18	8.18
Jefferson railroad, Carbondale Branch,	Lanesboro', Pa.,	Carbondale, Pa.,	36.65	36.65
Middleton and Crawford railroad,	Crawford Jc., N.Y.,	Pine Bush, N. Y.,	10.22	. . . . .
Buffalo, Bradford and Pittsburgh railroad,	Carrollton, N.Y.,	Gillsville, Pa.,	26.17	18.33
Buffalo, New York and Erie railroad,	Painted Post, N.Y.,	Buffalo, N. Y.,	140.25	. . . . .
Suspension Bridge and Erie Junction R. R.,	East Buffalo, N. Y.,	Susp. Bridge, N.Y.,	24.01	. . . . .
Niagara River and Erie railroad,	Not constructed			
Erie and Niagara River railroad,				
Docks Connecting railway,				
Arlington railroad,	Arlington Jc., N.J.,	Meadow Junc. with N. Y. & G. F.,	1.16	. . . . .
Moosic Mountain and Carbondale railroad,	Winton, Pa.,	Moosic Mt. breaker,	4.21	4.21
New York, Lake Erie and Western Coal and Railroad Company,	Crawford Jc., Pa.,	Johnsonburg, Pa.,	31.04	31.04
Toby Branch,	Brockwayville,	Toby mines,	12.00	12.00
Brockport and Shawmut,	Brockport,	Shawmut,	3.75	3.75
Dagus railroad,	Daguscahonda,	Dagus mines,	5.50	5.50
Total mileage operated,			1,095.65	179.94

BONDS OWNED.

NAME.	Cost as per books.	Total amount held—par value.	Rate.	Income or interest received.
Newark and Hudson,		$250,000 00	7 per ct.,	$17,500 00
Middletown and Crawford railroad,	$46,800 00	46,800 00	7 per ct.,	3,276 00
New York, Lake Erie and Western Coal and Railroad Company (interest on sundry amounts for different periods),		1,917,000 00	6 per ct.,	139,386 50
Paterson and Newark railroad,	14,500 00	500,000 00	7 per ct.,	35,000 00
Long Dock Company,		96,000 00	7 per ct.,	6,720 00
Buffalo, Bradford and Pittsburgh railroad,		185,000 00	7 per ct.,	12,950 00
Suspension Bridge and Erie Junction railroad,		35,000 00	7 per ct.,	2,450 00
Hillside Coal and Iron Company, real estate bonds,		100,000 00	6 per et.,	6,000 00
New York, Lake Erie and Western Coal and Railroad Company, real estate bonds,		75,000 00	6 per ct.;	4,500 00
New York and Greenwood Lake railway,	236,524 60	821,146 82		
Watchung railway,	22,795 00	114,000 00		
Avon, Geneseo and Mt. Morris railroad,	20,000 00	20,000 00		
As per balance sheet,	$340,619 60			
Bonds acquired from the Erie Railway Company, not on the books of the New York, Lake Erie and Western Railroad Company:				
Buffalo, Bradford and Pittsburgh Railroad Company,	*Par.* $185,000 00			
La Mont Mining and Railroad Company,	30,000 00	30,000 00		
Mariposa Company,	1,000 00	1,000 00		
Newark and Hudson Railroad Company,	250,000 00			
New York and Pennsylvania Blue Stone Company,	15,000 00	15,000 00		
Paterson and Newark Railroad Company,	485,500 00			
Suspension Bridge and Erie Junction railroad,	35,000 00			
Long Dock Company,	96,000 00			
	$1,097,500 00			
Received for advances, etc., not on the books:				
New York, Lake Erie and Western Coal and Railroad Company,	$1,917,000 00			
New York, Lake Erie and Western Docks and Improvement Company,	1,164,000 00	1,164,000 00		
Chicago and Erie railroad bonds,	137,000 00	137,000 00		12,433 33
	$3,218,000 00			
Interest on amount deposited with the Farmers' Loan and Trust Company, by the New York, Central and Hudson River Railroad Company for the value of lands taken for crossing,				695 58
Total,		$5,506,946 82		$240,911 41

STOCKS OWNED.

NAME.	Cost as per books.	Total par value.	Rate.	Income or dividend received.
Buffalo Creek Railroad Company,	$122,565 00	$125,000 00		$60,322 94
Buffalo, Bradford and Pittsburgh Railroad Company,	16,679 50	170,000 00		
Watchung Railway Company,	1,555 95	41,250 00		
Blossburg Coal Company,	2,000,000 00	1,000,000 00		
Preferred stock, Erie Railway Company,	25 00	25 00		
New York, Lake Erie and Western Docks and Improvement Company,	594,290 04	604,000 00		
Middletown and Crawford Railroad Company,	42,000 00	80,000 00	4½ per ct.,	3,600 00
Conesus Lake Railway Company,	7,000 00	18,750 00		
Niagara River and Erie Railroad Company,	1,000 00	1,000 00		
Certificates of the Car Trust of New York,	446,700 00	447,000 00		
Suspension Bridge and Erie Junction Railroad Company,	26,010 00	28,900 00		
As per balance sheet,	$3,257,825 49			

STOCKS OWNED—CONTINUED.

NAME.	Cost as per books.	Total par value.	Rate.	Income or dividend received.
Stocks acquired from the Erie Railway Company, not on the books of the New York, Lake Erie and Western Railroad Company:				
Avon, Geneseo and Mt. Morris Railroad Company	*Par.* $30,700 00	$30,700 00	6 per ct.,	$1,843 50
Buffalo, New York and Erie Railroad Company	575,900 00	575,900 00	7 per ct.,	40,313 00
Compressed Safety Air Brake Company	30,500 00	30,500 00		
Erie International Railway Company	50,000 00	50,000 00		
Hillside Coal and Iron Company	1,000,000 00	1,000,000 00		
Harbor Wrecking Company	2,000 00	2,000 00		
Jefferson Railroad Company	2,095,450 00	2,095,450 00		
Lackawanna and Susquehanna Coal and Iron Company	40,000 00	40,000 00		
Monticello and Port Jervis Railroad Company	10,000 00	10,000 00		
New York and Greenwood Lake Railway Company	10,000 00	10,000 00		
Nyack and Northern Railroad Company	16,100 00	16,100 00		
Newark and Hudson railroad	249,800 00	249,800 00		
New York and New Jersey Provision Dealers' Association	20,000 00	20,000 00		
North Western Mining and Exchange Company	500,000 00	500,000 00		
New Jersey and New York Railroad Company	40,800 00	40,800 00		
Pennsylvania Transportation Company	450,600 00	450,600 00		
Paterson and Newark railroad	250,000 00	250,000 00		
Pavonia Ferry Company	100,000 00	100,000 00		
Rochester and Gennesee Valley Railroad Company	149,400 00	149,400 00	6 per ct.,	8,964 00
Reno Company	5,123 00	5,123 00		
Suspension Bridge and Erie Junction Railroad Company	470,300 00	470,300 00		
Southern Central Railway Company	89,900 00	89,900 00		
Long Dock Company	800,000 00	800,000 00		
Towanda Coal Company	450,000 00	450,000 00		
Union Steamboat Company	994,100 00	994,100 00		
Wallkill Valley Railroad Company	19,900 00	19,900 00		
Buffalo, Bradford and Pittsburgh railroad	2,019,900 00	2,019,900 00		
	$10,470,473 00			
Received for advances, etc.:				
Bergen County Railroad Company	$200,000 00	$200,000 00		
Erie and Wyoming Valley Railroad Company	740,000 00	740,000 00		
New York, Lake Erie and Western Coal Company	79,400 00	79,400 00		
New Castle and Shenango Valley railroad	500 00	500 00		
Total par value	$1,019,900 00	$14,006,298 00		$115,043 44

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road	$154,963,751 76		Capital stock	$85,947,100 00
Cost of equipment	6,657,340 68		Funded debt	77,664,885 10
		$161,621,092 44	Current liabilities	5,806,197 20
Bonds of other companies owned	$340,619 60		Accrued interest on funded debt not yet payable	896,791 46
Stocks of other companies owned	3,257,825 49		Accrued rentals of leased lines not yet payable	347,674 59
		3,598,445 09	Over-due coupons on second consolidated bonds, unfunded	288 00
Other permanent investments:			Profit and loss	9,595,565 70
Improvements and additions to leased lines	$1,121,367 89			
Amounts paid on account of equipment	4,181,306 42			
		5,302,674 31		
Advances:				
Chicago and Atlantic and C. & Erie R. R. Co.	$1,430,012 70			
N. Y., L. E., and W. Coal & R. R. Co.	1,024,442 04			
Other companies	1,364,302 33			
		3,818,757 07		
Cash and current assets		4,651,328 32		
Other assets:				
Erie coal companies, etc.		1,266,204 82		
Total		$180,258,502 05	Total	$180,258,502 05

IMPORTANT CHANGES DURING THE YEAR.

Stock issued in exchange for stock of the Erie Railway Company, . . .		$10,300 00
Collateral trust bonds redeemed, ...	$93,000 00	
Less over-due coupons, second consolidated bonds, unfunded, ...	1,680 00	
		91,320 00

CONTRACTS, AGREEMENTS, ETC.

EXPRESS COMPANIES.

Wells, Fargo & Co.; contract for fifteen years from March 16, 1888; gives express company exclusive right to send its business over railroad company's lines, paying forty per cent. of gross earnings. Free transport and free telegraph for express company's officers and agents. No business to be done over competing railroad lines.

Fuller's Paterson Express; for five years from April 1, 1888. Railroad company to convey express matter between New York and Paterson, receiving thirty per cent. of gross revenue. Express to run no other line.

SLEEPING CAR COMPANIES.

Pullman's Palace Car Company; contract for twenty-five years from February 1, 1888. Gives car company exclusive right to furnish cars on all trains and roads of railroad company, keeping cars in repair. Railroad company pays as cost of maintaining running gear and bodies two cents per car per mile; supplies oil, fuel, water, ice, bell cords and couplings, air brake-hose, and cleans cars and gives storage for bedding and supplies. Free passes exchanged for general and division officers. No mileage paid when revenue per car exceeds $7,500 a year.

UNITED STATES MAILS.

ROUTES.	FROM—	TO—	AMOUNT PER ANNUM.
107,000. . . .	New York, ...	Dunkirk, ...	$164,997 00
107,002. . . .	Tallmans.	Sparkhill, ...	550 20
107,005. . . .	Buffalo.	Suspension Bridge.	3,339 00
107,004. . . .	Newburgh.	Graycourt.	1,754 40
107,005. . . .	Rochester.	Corning, ...	13,683 00
107,006. . . .	Dansville, ...	Attica, ...	6,133 08
107,008. . . .	Buffalo.	Hornellsville, ...	22,709 88
107,009. . . .	Goshen.	Montgomery, ...	717 48
107,010. . . .	Goshen.	Pine Island.	508 32
107,047. . . .	Conesus Lake Junction, ...	Lakeville, ...	63 24
107,074. . . .	Vails Gate Junction, ...	Newburgh Junction, ...	592 56
107,091. . . .	Buffalo.	Jamestown, ...	6,568 68
107,092. . . .	Middletown, ...	Pine Bush, ...	586 92
129,055. . . .	Rutherford Junction.	Ridgewood Junction, ...	426 60
129,030. . . .	Newark, ...	Paterson, ...	545 88
110,009. . . .	Honesdale.	Lackawaxen, ...	1,681 32
110,020. . . .	Elmira, ...	Hoytville, ...	4,724 88
110,024. . . .	Bradford, ...	Carrollton, ...	887 28
110,064. . . .	Carbondale.	Susquehanna, ...	2,344 08
110,043. . . .	Meadville, ...	Oil City, ...	2,493 12
110,136. . . .	Blossburg.	Morris Run, ...	162 00
131,005. . . .	Cleveland.	Sharpsville.	15,508 75
131,034. . . .	Salamanca.	Dayton.	52,153 68
131,037. . . .	Niles.	New Lisbon, ...	1,948 08

FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

Anglo-American Packing and Provision Company; dated April 1, 1881; term three years and until three months' notice to end. Company to furnish refrigerator cars and send all live stock by them on payment of mileage by railroad company of one cent per mile till 1892.

American Transfer Company; term January 1, 1887, till three months' notice to end; transfer company to lay pipes and tanks from Carrolton and transfer oil over Erie lines only, receiving twenty cents per barrel of forty-five gallons.

Hoosac Tunnel, Dock and Elevator Company; term ten years from date of commencing business by the company; agrees to furnish dock and elevator facilities in consideration of receiving all freight transported, and payment of fixed rates for handling.

New York, Lake Erie and Western Railroad Company, New York, Pennsylvania and Ohio Railroad Company. with Pickands, Mather & Co., and others; term ten years from May 1, 1888; leases ore docks at Cleveland, agrees to complete equipment for business; lessees to operate docks and ship over lessor's lines, at rates as low as those of any other railroad companies.

Minnesota Iron Company; four years from January 5, 1888, and continuing till one year's notice to end; leases docks at Buffalo to be completed, equipped and maintained by iron company; exclusive shipments over railroad at rates not over those of other lines; lease assigned to Minnesota Dock Company.

Standard Oil Company; January 14, 1881, till terminated by joint agreement; grants exclusive right of way to lay pipes; twenty-five per cent. of all crude oil product in Oil Creek, Parker and Brandford districts to be shipped to Erie, at through rates as low as by any other transportation lines, of which railroad shall receive not less than fifty per cent.; supplement provides for branch line and tanks, near Port Jervis, and mileage paid for oil cars by road to be current rates of other lines.

Standard Oil Company and National Transit Company; assignment to latter company of the two agreements of January 14, 1881, and consent thereto of Erie Company.

National Transit Company; June 28, 1884; pipe lines being completed, oil company will hereafter pump oil instead of carrying, and is released from payment to road of fifty per cent. of freight reserved under former contracts.

National Transit Company and Standard Oil Company with Erie and New York, Pennsylvania and Ohio Railroad Company; August 21, 1884; during lease to Erie of New York, Pennsylvania and Ohio railroad grants right to lay pipes across Cleveland and Mahoning and other branch lines; in exchange right granted to string wires on certain poles of transit company. Standard Oil Company will ship over railroad lines not less than one-third of its product eastward, at as low rate as competing lines give. Road may elect to decline or resume business.

Imperial Refining Company, Standard Oil Company. and New York, Pennsylvania and Ohio, and Erie Company; January 1, 1886, ten years term; lease of filling station at Oil City. If roads transports all oil from said station, no rent to be paid. If only part transported, proportionate rent payable. If no shipment is made for six months, rent to be at rate of $500 a year.

Standard Oil Company and Chicago and Atlantic Railway Company; February 16, 1888; makes contract of August 21, 1884, immediately applicable as to Chicago and Atlantic road.

Northern Steamship Company; March 28, 1890; interchange of traffic.

Erie Elevator Company; March 15, 1890; purchase of freight cars.

RAILROAD COMPANIES.

Addison and Northern Pennsylvania Railroad Company; term thirty-six years from January 1, 1883. The Addison and Northern Pennsylvania agrees to send all its freigbt over the Erie lines, and the Erie reserves ten per cent. of revenue therefrom to meet bond interest of Addison and Northern Pennsylvania road, and gives depot facilities, and fair rates; April 30, 1890, assent to reorganization plan.

Allegheny and Kinzua Railroad Company; January 13, 1888; term ten years; distribution of rates over connection to be built by the Allegheny and Kinzua company with the West Branch road, McKean county, Pa.; rates modified by supplement, May 1, 1888.

Boston, Hoosac Tunnel and Western Railroad Company, Fitchburg Railroad Company, Delaware and Hudson Canal Company, as lessees; term twenty years

from November 1, 1877; agreement regulating through traffic over lines of the parties on agreed rates.

Buffalo, New York and Philadelphia Railroad Company, Rochester and Pittsburgh Railroad Company; March 9, 1885; agreement for joint board regulating ratos of transport of bituminous coal.

Delaware and Hudson Canal Company; term to January 25, 1898; canal company to send over railroad company's lines all coal not shipped by its own roads; to maintain docks at Weehawken and yards at Carbondale. Railroad company to receivo for haul fifty per cent. of the selling price per ton, less nine cents for rent, to Hoboken Land and Improvement Company, and to pay $50,000 yearly for use of docks, $4,000 for use of yard and five and one-half cents per ton for transfer at Carbondale. January 25, 1888; supplemental to contract of April 7, 1885; extending term thereof ten years, and providing for second track on Jefferson railroad. May 6, 1889; term to January 25, 1898; provides for distribution of coal cars at Carbondale, and for trackage to be paid by Delaware and Hudson over part of Jefferson railroad. September 1, 1889; term to January 25, 1898; provides for distribution of coal cars at Honesdale. September 11, 1889; distribution of cars.

Indiana, Bloomington and Western Railroad Company; term from August 10, 1885, till ended by sixty days' notice; gives Erie passenger trains the right to run over 10.9 miles of grantor's track, on condition that all its passenger business is done over grantor's line, on agreed percentage of charges.

Kanona and Prattsburgh Railroad Company; December 8, 1888; term ten years; to deliver freight and passengers to Erie line at current local rates, and an agreed proportion of through rates.

Jersey City and Albany Railway Company; September 12, 1879; Erie agrees not to charge at competitive points less than Jersey City and Albany charges; they to make reasonable rates.

Lake Shore and Michigan Southern Railway Company, and Pittsburgh and Lake Erie Railroad Company; May 31, 1887; term ten years; Erie agrees to transport freight cars from its connection at Youngstown, over a branch road from Pittsburgh and Lake Erie line, to property of Ohio Iron and Steel Company, at Lowellville, at agreed rates.

Lake Shore and Michigan Southern Railway Company with Erie Company as lessee of New York, Pennsylvania and Ohio railroad; October 1, 1888; term ten years, with provision to extend to ninety years; lease of nine miles of Sharon railway at $7,500 a year.

Lake Shore and Michigan Southern Railway Company; January 1, 1889; the Lako Shore company conveys real estate at Dunkirk, and grants joint use of 856 feet of track. Erie grants joint use of Dunkirk station for one hundred years; terminable at decennial periods.

New York Central and Hudson River Railroad Company; May 7, 1888; term till abrogation by a year's written notice; New York Central agrees to haul Erie freight cars across Niagara river to Tonawanda Island, and gives use of its tracks on Gratwick's dock at fixed rate.

New York, Susquehanna and Western Railroad Company; August 1, 1889; term till one month's notice of discontinuance by either party; settlement of through tariffs and proportional rates from points on the Susquehanna road to points in the west.

New York, Susquehanna and Western Railroad Company; April 30, 1890; crossing agreement at West end; August 1, 1890: agreement as to trackage at Dundee.

Pennsylvania and New York Canal and Railroad Company and Lehigh Valley Railroad Company; ten years from May 1, 1882, and till one year's written notice to end; Erie gives trackage between Waverly and Elmira for two cents a ton heavy freight and one cent a ton light; reasonable rent of E. Elmira and Waverly yards and stations; Erie gives temporary trackage from Waverly to Buffalo, Rochester and wsetern points, and terminal facilities at fifty per cent. of actual earnings;

reasonable compensation to be made for stations and switching; through rates to be not less than Erie rates via Carbondale; Erie may transport coal mined by it over the two other lines on like terms.

Pennsylvania Coal Company; May 17, 1889; no term fixed; settles compensation for transfer of coal at Weehawken Piers, at ten cents per gross ton.

Pennsylvania, Poughkeepsie and Boston Railroad Company; August 2, 1889; term ten years; agreement for use of part of tracks of Goshen, Deckertown and Montgomery and Erie lines, now under lease to the Erie Company, on payment of proportion of rental; August 2, 1889; agreement for telegraph line and use of tracks.

Pittsburgh and Lake Erie Railroad Company; April 14, 1889: term till ended by six months' notice from either; settlement of rates on business over the Pittsburgh line from points south of New Castle.

Receivers of New Jersey and New York Railway; term from June 1, 1878, during Erie charter; Erie gives trackage over nine miles at agreed tolls, and labor at unloading points at thirty-five cents a ton, and water transportation from Chambers street at 70 cents a ton; rates readjusted every five years; receivers take marine and fire risks.

Moosic Mountain and Carbondale Railroad Company; five years from August 16, 1887; Erie Railroad Company to build road four miles from mines to Delaware and Hudson railroad, Moosic railroad to furnish rails and maintain and deliver all their output, less twenty per cent for operating works, paying cost of road out of fifty per cent. rebates on freight, and to furnish a fair proportion of cars; rates charged to be as low as to any other shipper.

Pittsburgh and Western Railroad Company; August 15, 1884, ends on six months' notice; interchange traffic near Mt. Jewett, Pa.; station and agent at that point to be at joint expense; rates to that point to be not more than two cents per hundred over those to Kane; through rates on competitive business to be fixed by officers of companies and divided on mileage basis.

Utica and Elmira Railroad Company; date January 2, 1875; term indefinite; provides for laying a third rail from Elmira to Horseheads Junction, also to Corning, provides for payment of cost of same, manner of joint use and division of revenue.

Silver Lake Ice Company; term five years from December 1, 1885; exclusive transportation of ice given to railroad company; paying one-half gross sales prices at Buffalo and Rochester, less forty-six cents per ton to Buffalo, and thirty-two and one-half cents per ton to Rochester.

New York, Pennsylvania and Ohio Railroad Company; October 1, 1889; modification of original lease; December 6, 1889.

Same; arbitration agreement; April 1, 1890; equipment trust.

Buffalo and Southwestern Railroad Company; October 31, 1889; modifying lease; reducing rent.

Buffalo Creek Railroad Company; December 31, 1889; lease of that road to the Erie and Lehigh Valley Railroad Company, jointly; term, charter life, less one day, of Buffalo Creek company; rent, interest on $250,000 bonds; dividend, seven per cent. on $250,000 stock, and $500 organization expenses yearly.

Cincinnati, Hamilton and Dayton Railroad Company; April 24, 1890; agreement for interchange of traffic.

Cleveland and Southwestern Railroad Company; May 21, 1890; trackage agreement.

Dunkirk, Allegheny Valley and Pittsburgh Railroad Company; August 1, 1889; agreement as to terminal facilities at Dunkirk.

Mt. Jewett, Kinzua, and Riderville Railroad Company; August 26, 1890; agreement as to connection at Mt. Jewett.

Northern Railroad Company of New Jersey; September 29, 1890; agreement for new passenger cars.

Rome, Watertown and Ogdensburg Railroad Company; November 20, 1890; admitting latter company to Erie Despatch.

Buffalo, Thousand Islands and Portland Railroad Company; December 29, 1890; crossing at Suspension Bridge.

Rochester and Honeoye Valley Railroad Company; May 4, 1890; agreement for right of way.

Port Jervis, Monticello and New York Railroad Company; May 9, 1891; agreement for running trains.

Rochester and Genesee Valley Railroad Company; May 11, 1891; appointment of trustees of stock.

New York, Lake Erie and Western Coal and Railroad Company; August 15, 1890; lease to New York, Lake Erie and Western Railroad Company.

STEAMBOAT AND STEAMSHIP COMPANIES.

Lake Superior Transit Company; term one year from April 1, 1887, and till ended by thirty days' notice; companies form a through route between Lake Superior and all Erie stations; lake and rail rates to be same as all-rail rates from Chicago eastward and divided on a constructive mileage basis.

TELEGRAPH COMPANIES.

Western Union Telegraph Company; contract for twenty-five years from 1st June 1878; railroad gives right of way for wires over lines and branches; two lines established, one for public business, one for railroad business, each to serve in case the other interrupted. Telegraph company gives free use of main batteries, and furnishes them at fifteen specified stations; sends free $18,000 yearly of Union steamboat messages; gives use of patents, and three cables over North river; retains ocean cable receipts and receipts of four main offices; railroad receives monthly one-half other gross receipts; telegraph franks to thirty specified railroad officers; free transport over railroad for telegraph officers and material; August 2, 1889; for construction of telegraph lines.

OTHER CONTRACTS.

Edward Annan; contract December 20, 1886; term during lease of Erie elevator; to deliver grain from Erie elevator exclusively, receiving therefor twenty-seven cents a ton.

Cooper & Hewitt; ten years from January 1, 1888; fixed rates for transportation of ice on cars forty cents a ton to Jersey City; on refrigerator cars forty-nine cents a ton; on floats $15 per ten cars on float.

Fair Lawn Coal Mining Company; July 30, 1883; term indefinite; agrees to give all output of its mines for transport by Erie lines receiving car accommodation, and rates as low as other parties.

Galusha A. Grow; term indefinite; agrees to send from Brady's Bend mines 100,000 tons of coal yearly, on customary terms, upon being supplied with 150 cars exclusively.

Havemeyer & Elder; term ten years from August 1, 1875, with provision for extension; agrees to ship all their freight over Erie lines, receiving from the railroad company $2.50 for each loaded car eastbound, and $2 each car westbound.

Albert J. Hoole and Charles W. Austin; term five years from June 12, 1888, and till one year's notice thereafter; company will transport the coal from their mines at the lowest rates given others, and will procure right of way for connection from their mines, receiving all their output.

Jesse Hoyt and Long Dock Company; term ten years from completion of buildings; leases site at Jersey City for elevator to be built by Hoyt; all grain shipped over railroad lines to be sent there on rates fixed for unloading and elevating.

William & Mark Hoyt; term seven years from January 16, 1888; transfer small road known as the West Branch, for $10,000, to be paid in freight charges for shipments by Hoyt over it.

Langdon & Simpson; date February 1, 1883; term indefinite; will ship whole output of their mining properties, to be transported with sufficient cars by the railroad at same rates as other shippers.

Augustus C. Moore; July 19, 1881; consent to laying track near his premises in Louisiana street, Buffalo, authorized by common council, of which he shall have exclusive use, except for passing of cars to and from points south therefrom.

Pennsylvania Coal Company; date November 4, 1882; term twenty-five years from completion of road to be built from Pittston to Hawley, and Erie agrees to procure that road to be built, and to transport over it all the coal company's output eastbound at agreed rates. Coal company to grant rights of way for new road, and to send over it and Erie lines all its output eastbound, and to sell to Erie the road from Hawley to Lackawaxen for $500,000.

Lowell M. Palmer; term ten years from September 1, 1881, with provision for extension; to ship all sugars from Williamsburgh over Erie lines, maintain necessary construction there; insure property till delivered. Railroad company to provide cars and pay one-fifth cents on each 100 pounds freight delivered to it.

The Passaic County Agricultural Society; August 4, 1887; term four years. Railroad company acquires exclusive right to carry passengers from Jersey City to and into the association race grounds; railroad company to construct spur to race grounds.

The Ramapo Iron Works; twenty-five years from February 24, 1882; fixes freight rates from works near Ramapo, viz: To and from Jersey City, three cents per 100 pounds; to and from Piermont, two cents per ton per mile; terminal charges at Jersey city to be twenty cents on first and second class freight, ten cents all others.

Jesse Sprague; term ten years from July 1, 1883; regulates use of Sprague's elevator at Rochester; fixes rates for storage and loading flour, not over two cents per barrel, and grain not over one cent a bushel.

The Union News Company; dated July 1, 1888: term one year, still in force; gives exclusive right to sell papers on trains and at stations except certain passenger stations, for a fixed compensation; one agent of news company to be carried free with one trunk.

Burrough Brothers; November 30, 1889; Erie agrees to turn its passenger traffic over Chatauqua Lake for agreed rates for one year, renewable for two years.

John R. Lee, September 30, 1890; agreement to grade Colt's Hill, Paterson.

Lestershire Boot and Shoe Company; December 13, 1890; track connections at Lestershire.

Central Car Trust Company; January 7, 1891; building fifty Goodell patent refrigerator cars.

Cataract Construction Company; January 20, 1891; terminal railway connections at Niagara.

Brown & Miller; January 29, 1891; building two steam boilers.

S. S. Rogers, April 9, 1891; right of way and traffic agreement.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	To—	Miles.	Amount of mortgage per mile of line.	What securities mortgaged.
First mortgage,	Piermont, N. Y.,	Dunkirk, N. Y.,	446.63	$27,257 46	
Second mortgage,					
Third mortgage,					
Fourth mortgage,					
Fifth mortgage,	Newburgh, N. Y.,	Greycourt, N. Y.,	18.73	37,880 41	
Buffalo Branch mortgage,	Hornellsville, N. Y.,	Attica, N. Y.,	60.92	2,997 37	
	Piermont, N. Y.,	Dunkirk, N. Y.,	446.63		
	Newburgh, N. Y.,	Greycourt, N. Y.,	18.73		
First consolidated mortgage,	Hornellsville, N. Y.,	Attica, N. Y.,	60.92	31,859 15	
First consolidated funded coupon mortgage,	Various leasehold interests subject to prior mortgages aggregating $2,960,000,		213.13		
	Piermont, N. Y.,	Dunkirk, N. Y.,	446.63		
	Newburgh, N. Y.,	Greycourt, N. Y.,	18.73		
	Hornellsville, N. Y.,	Attica, N. Y.,	60.92		
Reorganization, first lien bonds,	Main street, Buffalo,	International Bridge,	4.50		
Second consolidated mortgage,	International Junction,	Black Rock, N. Y.,	1.14		
Second consolidated funded coupon mortgage,	Hamilton, N. Y.,	Lakeville, N. Y.,	1.61	51,832 22	
Funded coupon bonds of 1885,	Various leasehold interests subject to prior mortgages aggregating $14,409,500,		506.94		
	Niagara River and Erie Railroad Company,		8.00		
	Brockport and Shawmut Railroad Company,		3.75		
					Shares.
	Blossburg Coal Company,				10,000 stock.
	Buffalo, New York and Erie Railroad Company,				5,759 stock.
	Buffalo Creek Railroad Company,				1,249 stock.
	Hillside Coal and Iron Company,				10,000 stock.
	Long Dock Company,				8,000 stock.
	Union Steamboat Company,				9,941 stock.
	Northwestern M. & E. Company,				5,000 stock.
	Buffalo, Bradford and Pittsburgh Railroad Company,				185 bonds.
	Newark and Hudson Railroad Company,				250 bonds.
Collateral trust bonds,	Newburgh and New York Railroad Company,				166 bonds.
	New York, Lake Erie and Western Coal and Railroad Company,				1,900 bonds.
	Paterson and Newark Railroad Company,				349 bonds, $1,000
	Paterson and Newark Railroad Company,				300 bonds. 500
	Docks and Improvement Company,				604 bonds, 1,000
	New York and Greenwood Lake Railway Company,				First mortgage, 438 bonds, 1,000
	New York and Greenwood Lake Railway Company,				First mortgage, 1 bond. 500
	New York and Greenwood Lake Railway Company,				First mortgage. 2 bonds, 100
	New York and Greenwood Lake Railway Company,				Second mortgage, 382 bonds, 1,000
	New York and Greenwood Lake Railway Company,				Second mortgage. 4 bonds, 100

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	49	$232,170 11	
General office clerks	654	480,627 89	
Station agents	289	186,469 56	$1 76
Other station men	1,062	619,609 44	1 60
Enginemen	744	906,014 02	3 34
Firemen	775	533,963 52	1 88
Conductors	460	462,622 61	2 75
Other trainmen	1,675	1,051,804 02	1 72
Machinists	473	322,826 68	1 87
Carpenters	1,009	572,898 35	1 55
Other shopmen	2,187	1,022,105 58	1 28
Section foremen	241	129,894 34	1 47
Other trackmen	1,622	636,884 44	1 07
Switchmen, flagmen and watchmen	1,096	676,080 31	1 69
Telegraph operators and dispatchers	418	271,047 16	1 77
All other employes and laborers	4,208	2,131,538 96	1 62
Total	16,962	$10,236,556 99	$1 78
Distribution of above:			
General administration	703	$712,798 00	$3 24
Maintenance of way and structure	2,514	1,096,314 70	1 39
Maintenance of equipment	4,950	2,566,884 22	1 66
Conducting transportation	8,795	5,860,560 07	1 83
Total	16,962	$10,236,556 99	$1 78

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	7	1
Number iron	311	32
Number wooden	105	10
Trestles:		
Number	152	13
Aggregate length (feet)	16,471	4,712
Tunnels:		
Number	2	
Maximum length	4,381	
Minimum length	230	
Aggregate length of all tunnels (feet)	4,611	
Telegraph:		
Miles of line owned by this company	752½	160
Miles of wire owned by this company	3,301	362½
Miles of line operated by this company	927½	228¼
Miles of wire operated by this company	3,461½	430¼

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provisions.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger station at Monroe, C. T. Knight; passenger station at Hampton, Mrs. T. V. Puff; passenger station at Guymara, A. J. Gumear; station at Hamilton, J. H. Pittijohn; passenger and freight stations with use of yards and other terminal facilities at Carbondale, Pa., Delaware and Hudson Canal Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Erie Despatch, Commercial Express, Interstate Despatch.

NEW YORK, LAKE ERIE AND WESTERN COAL AND RAILROAD COMPANY.

Date of organization: January 28, 1881.

By what authority incorporated: Originally organized as the Wilcox and Howard Hill Improvement Company, and changed to present title by decree of court, Pennsylvania, June 28, 1881.

Original organization was under special act of Pennsylvania assembly of April 8, 1870.

From October 1, 1890, this road is operated as a branch of the New York, Lake Erie and Western Railroad Company, consequently this report includes the operations for the three months ending September 30, 1890, subsequent to which time they will be included in the report of the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. K. P. Hall	St. Marys, Pa.	Second Monday in June 1892.
Samuel Hines	Scranton, Pa.	do. do.
J. Lowber Welsh	Philadelphia	do. do.
John King	New York, N. Y.	do. do.
A. R. MacDonough	New York, N. Y.	do. do.
E. B. Thomas	New York, N. Y.	do. do.
David H. Jack	Bradford, Pa.	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1891.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city. Since October 1, 1890, operated by the New York, Lake Erie and Western Railroad Company.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. K. P. Hall,	St. Marys, Pa.
Vice President,	E. B. Thomas,	New York, N. Y.
Secretary,	A. R. Macdonough,	New York, N. Y.
Treasurer,	Edward White,	New York, N. Y.
Division Superintendent,	C. V. Merrick,	——
Division Superintendent,	D. Robertson,	——

General officers same as New York, Lake Erie and Western railroad.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York, Lake Erie and Western Coal and railroad,	Crawford Junction,	Johnsonburg,	29.92	29.92
Alton Loop,	Alton,	Riderville,	1.12	
Toby branch,	Brockwayville,	Toby Mines,	12	22.37
Dagus branch,	Daguscahonda,	Dagus Mines,	5.50	
Brockport and Shawmut railroad,	Brockport,	Shawmut,	3.75	
Total mileage operated,			52.29	52.29

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

This company, with its branches as enumerated above, leased to the New York, Lake Erie and Western Railroad Company, as of September 30, 1890.

Total mileage, ... 52.29

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road,		$2,067,292 44	Capital stock,	$500,000 00
Roberts lot spur,	$6,239 04		Funded debt,	3,000,000 00
Brockport and Shawmut railroad,	21,195 26		Mortgages on real estate,	75,000 00
Hazleton branch,	2,016 43			
		29,450 73		
Lands owned,		511,390 31		
New York, Lake Erie and Western Railroad Company,	$602,790 79			
Northwestern Mining and Exchange Company,	203,993 69			
		806,784 48		
Profit and loss,		160,082 04		
Total,		$3,575,000 00	Total,	$3,575,000 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.	Miles.	Amount of mortgage per mile of line.
First mortgage bonds.	Coverng main line and branches as detailed on page 290, ... Also the coal lands in Elk and McKean counties, Pa., operated by the Northwestern Mining and Exchange Company.	48.54	$61,804 70

EMPLOYES AND SALARIES.

Incorporated in the report of the New York, Lake Erie and Western Railroad Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron, ...	2	2
Number wooden, ...	9	9
Trestles :		
Number.	8	8
Aggregate length (feet), ...	2,012	2,012
Telegraph :		
Miles of line owned by this company, ...	48.42	48.42
Miles of wire owned by this company, ...	48.42	48.42
Miles of line operated by this company, ...	48.42	48.42
Miles of wire operated by this company, ...	48.42	48.42
Gauge of track, ...		4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

NEW YORK AND NORTH PENNSYLVANIA RAILROAD COMPANY.

By what authority incorporated: General law dated March 24, 1865.
Operated by the Addison and Pennsylvania Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
C. L. Pattison,	Elkland, Pa.	J. W. Hammond,	Osceola, Pa.
Thomas C. Platt	New York, N. Y.	Arthur Clinton,	Galeton, Pa.
W. C. Sheldon,	New York, N. Y.	L. R. Gale,	Galeton, Pa.
J. E. Jones,	New York, N. Y.	B. H. Parkhurst,	Elkland, Pa.
James Horton,	Buffalo, N. Y.	G. R. Sheldon,	New York, N. Y.

Date of last meeting of stockholders for election of directors: February 3, 1891.
Postoffice address of general office: Addison, N. Y.
Postoffice address of operating company: Addison, N. Y.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	C. L. Pattison,	Elkland, Pa.
Vice President,	T. C. Platt,	New York, N. Y.
Secretary,	J. E. Jones,	New York, N. Y.
Treasurer,	T. R. Winns,	New York, N. Y.
Auditor,	T. R. Winns,	New York, N. Y.
General Superintendent,	Frank M. Baker,	Addison, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York and North Pennsylvania railroad,	Gaines, Pa.,	Galeton, Pa.,	5.50	5.50
Total mileage operated,			5.50	5.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$100,000 00	Capital stock,	$50,000 00
Profit and loss,	45 06	Funded debt,	50,000 00
		Current liabilities,	45 06
Total,	$100,045 06	Total,	$100,045 06

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bond,	Gaines, Pa.,	Galeton, Pa.,	5	$10,000 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General office clerks,	2	$240 00	$0 38
Station agents,	1	480 00	1 54
Section foremen,	1	480 00	1 54
Other trackmen,	5	1,721 50	1 10
Telegraph operators and dispatchers,	1	360 00	1 15
Total,	10	$3,281 50	
Distribution of above:			
General administration,	4	$1,080 00	
Maintenance of way and structures,	6	2,201 50	
Total,	10	$3,281 50	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	10		
Total yearly compensation of employes in Pennsylvania,		$3,281 50	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	4	4
Aggregate length,	870	870
Telegraph:		
Miles of line operated by the Addison and Pennsylvania Railway Company,	5	5
Miles of wire operated by the Addison and Pennsylvania Railway Company,	5	5

Gauge of track, 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast-freight lines, of which this road is a member, or which operate over the line of this road: None.

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD COMPANY.

Date of organization: March 20, 1880.

By what authority incorporated: Under Ohio law passed 11th March, 1880, volume 77, page 60: An act supplementary to the revised statutes of Ohio, title two, chapter one and two, to enable purchasers of railroads at judicial sales to become incorporated.

Under the general laws of the Commonwealth of Pennsylvania, and under laws of the State of New York of 1879, page 556: An act to facilitate the foreclosure of mortgages made by consolidated companies, of railroads lying partly within and partly without the state, passed 16th June, 1879.

The New York, Lake Erie and Western Railroad Company has, under an indenture dated 30th April, 1883, leased, for a term of ninety-nine years, commencing with the 1st of May, 1883, the main line, branches and leased lines of this company, with its fixtures and equipment, and operated the said railroad since that time. The rental under the lease is based upon earnings and, as amended October 1, 1889, is thirty-two per cent. of the gross earnings up to six million dollars, and a reduction in rental of one-tenth of one per cent. on the total gross earnings for each additional one hundred thousand dollars in excess of six millions, until the gross earnings amount to eight million dollars, and when the earnings equal or exceed the sum of nine million dollars the rental will be twenty-eight per cent. of the gross earnings.

This company will report the earnings from rental and the financial condition and the lessee company will report the physical characteristics and the operation.

If a consolidated company, name the constituent companies: The constituent companies were the New York, Pennsylvania and Ohio Railroad Company of Ohio, and the New York, Pennsylvania and Ohio Railroad Company of Pennsylvania, and the said consolidated companies became entitled to operate a road in New York State by virtue of a law of the State of New York of 16th June, 1879.

The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company of Ohio, filed in the office of Secretary of State of Ohio, 16th March, 1880.

The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company of Pennsylvania, filed in the office of Secretary of the Commonwealth of Pennsylvania, 17th March, 1880.

Under the law of the State of New York, quoted above, the Secretary of State of the State of New York issued his certificate that certain documents called for in said law were filed in his office on 15th April, 1880.

Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Chas. E. Whitehead	71 Wall street, New York city,	Elected for one year.	
John Tod	Cleveland, Ohio	do.	do.
E. R. Perkins	Cleveland, Ohio	do.	do.
Samuel Mather	Cleveland, Ohio	do.	do.
W. J. McKinnie	Cleveland, Ohio	do.	do.
Fayette Brown	Cleveland, Ohio	do.	do.
J. T. Wann	Cleveland, Ohio	do.	do.
J. M. Ferris	Toledo, Ohio	do.	do.
H. B. Perkins	Warren, Ohio	do.	do.
Lewis Miller	Akron, Ohio	do.	do.
E. J. Barney	Dayton, Ohio	do.	do.
E. A. Wheeler	Sharon, Pa.	do.	do.
Simon Perkins	Sharon, Pa.	do.	do.

Date of last meeting of stockholders for election of directors: October 15, 1890.
Postoffice address of general office: 30 Euclid avenue, Cleveland, Ohio.
Postoffice address of operating company: New York, Lake Erie and Western Railroad Company, 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	Charles E. Whitehead,	New York city.
Vice President,	John Tod,	Cleveland, Ohio.
Secretary,	E. Tupper,	Cleveland, Ohio.
Treasurer,	E. R. Perkins,	Cleveland, Ohio.
General Solicitor. Attorney or Counsel,	Russell & Rice,	Cleveland, Ohio.
Auditor.	J. T. Wann,	Cleveland, Ohio.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New York, Pennsylvania and Ohio railroad.	Salamanca, N.Y.	Dayton, O.,	New York, Lake Erie and Western Railroad Co.	388.04	92.42
Franklin branch,	Franklin junction.	Oil City, Pa.,	New York, Lake Erie and Western Railroad Co.	33.78	33.78
Wadsworth branch,	Wadsworth, O.,	Coal mines,	New York, Lake Erie and Western Railroad Co.	2.98	. . .
Silver Creek branch,	Near Wadsworth,	Coal mines,	New York, Lake Erie and Western Railroad Co.	2.65	. . .
Cleveland and Mahoning Valley railway.	Cleveland, O.,	Near State line of Penn'a.	New York, Lake Erie and Western Railroad Co.	80.86	. . .
Niles and New Lisbon branch.	Niles, O.,	Point south of New Lisbon, O.	New York, Lake Erie and Western Railroad Co.	36.27	. . .
Liberty and Vienna branch.	Vienna junction,	Vienna, O.,	New York, Lake Erie and Western Railroad Co	6.81	. . .
Westerman railroad,	Sharon, Pa.,	¼ mile west of Pennsylvania and Ohio State line.	New York, Lake Erie and Western Railroad Co.	2.09	1.34
Sharon railway,	Sharon, Pa.,	Pymatuning, Pa.	New York, Lake Erie and Western Railroad Co.	7.93	7.93
Middlesex branch.	Ferrona, Pa.,	Middlesex,	New York, Lake Erie and Western Railroad Co.	6.82	6.82
Spearman extension,	Boyce,	Spearman furnace.	New York, Lake Erie and Western Railroad Co.	1.56	1.56
New Castle and Shenango railroad.	Middlesex,	New Castle,	New York, Lake Erie and Western Railroad Co.	16.73	16.73
Youngstown and Austintown railroad.	Youngstown,	Coal mines,	New York, Lake Erie and Western Railroad Co.	9.98	. . .
Total mileage,	. . .	. . .	. . .	596.50	160.58

The Cleveland and Mahoning Valley Railway Company own the Cleveland and Mahoning Valley railway, and leases said railway to this company at a fixed yearly rental of $514,180, lease to terminate 1st October, 1962.

The Westerman railroad, owned by Christian H. Buhl of Detroit, Michigan, is leased to this company from January 1, 1886, to May 1, 1982, at a yearly rental of $4,800, up to January 1, 1891, after which time the rental is $4,000 per year.

The Sharon railway owns the Sharon railway and leases it to this company for a rent of six per cent. per annum on $453,350, capital stock and five and five-eighth per cent. per annum on $164,000, first mortgage bonds, which two amounts represent the cost of the road, and for any additional improvements the rental will be increased six per cent. per annum upon the cost of the additional improvements, which are paid for by the Sharon railway, by the issue of capital stock at its par value.

The New Castle and Shenango Valley Railroad Company owns the New Castle and Shenango Valley railroad and leases it to this company for a rental of thirty-two per cent. of the gross earnings of said road after deducting for the hire of equipment. Lease dated March 1, 1889, and is for a term of ninety-nine years.

The Youngstown and Austintown Railroad Company owns the Youngstown and Austintown railroad, which is a branch diverging at Youngstown and running to coal mines and is operated under a lease dated April 25, 1883, at a rental based on six per cent. of the valuation.

These several lines are sub-leased to the New York, Lake Erie and Western Railroad Company and are included in the lease of this company's property and leased lines to said company.

BONDS OWNED.

NAME.	Total amount held.	Rate.
Chicago and Erie railroad,	$58,000 00	4 per ct.
Total,	$58,000 00	.....

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Sharon railway	$26,150 00	6 per ct.	$666 00
Sharon railway in trust $12,850, dividend received,	.....	.....	771 00
Total,	$26,150 00	.....	$1,437 00

NOTE.—The dividend on Sharon railway stock owned is six per cent. on $11,100; $666 and the balance of $15,050, has been received for improvements as explained on page 295, since the last dividend was received.

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road,	$158,634,711 65	Capital stock,		$44,999,350 00
Cost of equipment,	3,438 00	Funded debt,		113,589,608 25
Bonds of other companies owned,	58,000 00	Current liabilities,		670,327 83
Stocks of other companies owned,	26,150 00	Accrued interest on funded debt not yet payable.		160,000 00
Other permanent investments,	1,117,822 63	Special fund for additions,	$922,863 45	
Cash and current assets,	1,155,436 97	Special fund for special additions,	57,832 59	
		Special fund to pay for Sharon railway stock,	41,781 45	
		Special fund for contingent liabilities,	199,104 92	
		Special fund to meet payments on account of capital,	49,592 59	
				1,271,175 00
		Profit and loss,		305,098 17
Total,	$160,995,559 25	Total,		$160,995,559 25

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		
	From—	To—	Miles.
Prior lien bonds.	Salamanca, N. Y.,	Dayton, Ohio. . .	388.04
First mortgage bonds, ...	Franklin junction.	Oil City, Pa., . . .	33.78
Second mortgage bonds, ...	Near Wadsworth,	Silver Creek, . . .	2.65
Third mortgage bonds, ...	Near Wadsworth,	Coal mines, ...	2.98
Deferred warrants.			
Total, ...	. . . . .	. . . . .	427.45

All the equipment the company has title to mortgaged.
All income from whatever source mortgaged.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers, ...	9	$34,783 34	$12 34
General office clerks, ...	11	14,755 00	4 57
Total, ...	20	$49,538 34	$8 19
Distribution of above:			
General administration, ...	20	$49,538 34	$8 19

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision made.

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD COMPANY—NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY, LESSEE.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York, Pennsylvania and Ohio railroad:				
Main line,	Salamanca, N. Y.	Dayton, O.	388.04	92.40
Franklin branch,	Buchanan junc., Pa.,	Oil City, Pa.,	33.78	33.78
Silver Creek branch,	Silver Creek junc., O.,	Coal mines, O.,	5.63	
Sharon railway:				
Main line,	Pymatuning junc., Pa.	Sharon, Pa.,	7.93	7.93
Middlesex branch,	Farrona junc. Pa.,	West Middlesex, Pa.,	6.86	6.86
Sharpsville branch,	Boyce junction, Pa.,	Sharpsville, Pa.,	1.56	1.56
New Castle and Shenango Valley railroad.	West Middlesex, Pa.,	New Castle, Pa.,	16.73	16.73
Westerman railroad,	Sharon, Pa.,	Penn'a and Ohio State line.	2.09	1.47
Cleveland and Mahoning Valley railroad:				
Main line,	Cleveland, O.,	Penn'a and Ohio State line.	80.86	
Niles and New Lisbon branch,	Niles, O.,	Three miles south of New Lisbon.	36.27	
Liberty and Vienna branch,	Mosier junction, O.,	Coal mines, near Vienna.	6.81	
Youngstown and Austintown railroad:				
Main line,	Youngstown, O.,	Leadville mines, O.,	3.87	
Manning branch,	Manning junc., O.,	Tippecanoe mines, O.,	6.11	
Total mileage operated,			596.54	160.73

All these lines are operated by the New York, Lake Erie and Western Railroad Company, under lease from the New York, Pennsylvania and Ohio railroad.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	13	$40,590 16	. . . . .
General office clerks,	108	68,179 62	$2 02
Station agents,	125	85,260 46	1 87
Other station men,	524	237,411 21	1 41
Enginemen,	294	330,847 66	3 37
Firemen,	319	197,705 31	1 99
Conductors,	191	174,521 94	2 99
Other trainmen,	495	298,478 43	1 84
Machinists,	224	137,017 83	2 05
Carpenters,	220	101,041 64	1 70
Other shopmen,	519	235,538 50	1 64
Section foremen,	129	68,131 68	1 66
Other trackmen,	849	275,621 95	1 18
Switchmen, flagmen and watchmen,	541	327,743 49	1 92
Telegraph operators and dispatchers,	148	88,124 23	1 63
Employes—account floating equipment,	94	60,834 13	2 25
All other employes and laborers,	593	248,702 63	1 34
Total,	5,386	$2,975,760 87	$1 64
Distribution of above:			
General administration,	121	$108,769 78	$2 87
Maintenance of way and structures,	1,176	426,654 51	1 16
Maintenance of equipment,	1,160	556,498 84	1 53
Conducting transportation,	2,929	1,883,837 74	1 76
Total,	5,386	$2,975,760 87	$1 64
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	1,483	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . . .	$763,723 55	$1 73

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	100	13
Number wooden,	8	2
Trestles (all on branch lines):		
Number,	79	37
Aggregate length,	7,066	2,778
Telegraph:		
Miles of wire owned by this company,	1,510½	347
Miles of wire operated by this company,	1,510½	347

Gauge of track, ... 4 ft. 8½ in.

NEW YORK, PHILADELPHIA AND CHICAGO RAILWAY COMPANY.

Date of organization: August 28, 1890.

By what authority incorporated: Under act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Miller,	Franklin, Venango county, Pa..	When their successors are elected.
Samuel Plummer,	Franklin, Venango county, Pa.,	
Joseph C. Sibley,	Franklin, Venango county, Pa..	
Daniel Grimm,	Franklin, Venango county, Pa..	
Arnold Plummer,	Franklin, Venango county, Pa..	
Christopher Heydrick,	Franklin, Venango county, Pa..	
Julius E. French,	Cleveland, Ohio,	

Date of last meeting of stockholders for election of directors: August 28, 1890.
Postoffice address of general office: Franklin, Venango county, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Charles Miller,	Franklin Venango county, Pa.
Secretary,	Christopher Heydrick.	do. do.
Treasurer,	Samuel Plummer.	do. do.
Chief Engineer,	George C. Hamilton,	do. do.
General Solicitor, Attorney or Counsel.	Christopher Heydrick,	do. do.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Date of organization: June 17, 1881.

By what authority incorporated: Organized under the general laws of the States of New Jersey and Pennsylvania.

If a consolidated company, name the constituent companies: Organized by the consolidation of the Midland Railroad Company of New Jersey, the Paterson Extension Railroad Company, the Midland Connecting Railway Company, the North Jersey Railroad Company and the Blairstown Railway Company, all corporations organized under the general laws of the State of New Jersey; and the Water Gap Railroad Company and Pennsylvania Midland Railway Company, corporations organized under the general laws of the State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Simon Borg,	15 Cortlandt street, New York,	February 25, 1892.
Stephen V. White,	36 Wall street, New York,	do.
Alfred Sully,	80 Broadway, New York,	do.
Robert K. Dow,	Claremont, N. H.,	do.
James M. Hartshorne,	18 Wall street, New York,	do.
Joseph W. Ogden,	54 Wall street, New York,	do.
Frank C. Lawrence, Jr.,	Bay Shore, L. I.,	do.
Geo. N. Farwell,	Claremont, N. H.,	do.
Charles Winzesheimer,	7 Wall street, New York,	do.
Henry Sanford,	59 Broadway, New York,	do.
John I. Blair,	Blairstown, N. J.,	do.
Garret A. Hobart,	Paterson, N. J.,	do.
John P. Rafferty,	15 Cortlandt street, New York,	do.

Date of last meeting of stockholders for election of directors: February 26, 1891.
Postoffice address of general office: 15 Cortlandt street, New York.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Simon Borg,	15 Cortlandt street, New York.
Vice President,	Stephen V. White,	15 Cortlandt street, New York.
Second Vice President,	John P. Rafferty,	15 Cortlandt street, New York.
Secretary,	John P. Rafferty,	15 Cortlandt street, New York.
Treasurer,	Richard C. Shimeall.	15 Cortlandt street, New York.
Chief Engineer,	Joseph L. Rusling,	15 Cortlandt street, New York.
General Solicitor, Attorney or Counsel,	John W. Taylor,	Newark, N. J.
Auditor,	Charles V. Ware,	15 Cortlandt street, New York.
General Passenger Agent,	Isaac I. Demarest,	15 Cortlandt street, New York.
General Freight Agent,	Isaac I. Demarest,	15 Cortlandt street, New York.
General Superintendent,	Charles D. McKelvey,	Jersey City, N. J.
General Baggage Agent,	Cornelius T. Demarest,	Jersey City, N. J.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York, Susquehanna and Western railroad.	Jersey City, N. J.,	Gravel Place, Pa.,	101.30	6.70
	Two Bridges, N.J.,	Unionville, N. Y.,	20.50	. . . . .
	Delawale, N. J., .	Columbia Junct. N. J.	3.10	. . . . .
	Paterson, N. J., .	Paterson City, N.J.	.75	. . . . .
	Priceville, Pa., .	Winton, Pa., . . .	4.50	4.50
	Winton, Pa., . . .	Tinglepaugh Breaker, Pa.	.90	.90
	Spencer, Pa., . .	Spencer Breaker. Pa.	.85	.85
	Winton, Pa., . . .	Winton Breaker, Pa.	1.90	1.90
	Dunn, Pa., ...	Dunn Breaker, Pa.	.83	.83
Passaic and New York railroad, ...	Passaic, N. J., . .	Passaic Junc., N.J.	3	. . . . .
Lodi Branch railroad.	Lodi, N. J., . . .	Lodi Junc., N. J.,	1.75	. . . . .
Middletown, Unionville and Water Gap railroad, ...	Unionville, N. Y.,	Middletown, N. Y.,	13.90	. . . . .
Macopin railroad, ...	Macopin Lake, N.	Charlotteburg Junction, N. J.,	1.50	. . . . .
Pennsylvania railroad, ...	West End, N. J., .	Jersey City, N. J.,	2.50	. . . . .
Total mileage operated, ...	. . . . .	. . . . .	157.28	15.68

BONDS OWNED.

NAME.	Total amount held.	Rate per cent.	Income or interest received.
Hudson Connecting Railroad Company, ...	$400,000 00	7 per ct.,	. . . . .
Pennsylvania Anthracite Coal Company, ...	111,000 00	7 per ct.,	$6,589 50
New York, Susquehanna and Western Coal Company, ...	30 00	6 per ct.,	3,900 00
New York, Susquehanna and Western Railroad Company, . .	. . . . .	5 per ct.,	2,550 00
Total, ...	$511,030 00	. . . . .	$13,039 50

STOCKS OWNED.

Hudson Connecting Railroad Company, ...	$94,000 00
Passaic and New York Railroad Company, ...	70,000 00
Middletown, Unionville and Water Gap Railroad Company, ...	104,450 00
Middletown and Unionville Telegraph Company, ...	2,000 00
Lodi Branch railroad, ...	60,000 00
New York, Susquehanna and Western Coal Company, common, . . .	231,500 00
New York, Susquehanna and Western Coal Company, preferred, . . .	60,000 00
New York, Susquehanna and Western Railroad Company, ...	17,621 00
Total, ...	$639,571 00

GENERAL BALANCE SHEET

DR.	1890.	1891.	CR.	1890.	1891.
Cost of road. . . .	$26,557,057 41	$26,755,421 30	Capital stock, . . .	$21,000,000 00	$21,000,000 00
Cost of equipment, .	1,940,377 18	1,982,571 90	Funded debt, . . .	8,136,000 00	8,552,000 00
Bonds of other companies owned. . .	576,250 00	511,030 00	Accrued interest on funded debt not yet payable, . . .	68,316 66	76,983 33
Stocks of other companies owned. . .	561,356 00	561,356 00	Land department liabilities, . . .	55,088 00	48,888 00
Lands owned, . . .	16,358 59	24,358 59	Open accounts, . . .	70,919 95	81,608 01
Cash and current assets, ...	55,678 43	439,087 30	Profit and loss. . . .	457,969 64	660,083 02
Other assets:					
Sinking fund, . .	18,480 00	21,075 00			
Sundries, ...	62,736 64	124,662 27			
Total.	$29,788,294 25	$30,419,562 36	Total, ...	$29,788,294 25	$30,419,562 36

IMPORTANT CHANGES DURING THE YEAR.

During the year ending June 30, 1891, this company issued $3,000,000.00 of general mortgage bonds, of which amount but $416,000.00 was outstanding June 30, 1891.

CONTRACTS, AGREEMENTS, ETC.

Same as reported for June 30, 1890. No change of any kind for year ending June 30, 1891.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First Mortgage Refunding Bonds.					All equipment.
First mortgage on road, .	Two Bridges, N. J.,	Gravel Place, Pa.,	50.10	. . . . .	
First mortgage on road, .	Delaware, N. J. . .	Columbia Junction, N. J., ...	3.10	. . . . .	
First mortgage on road, .	Priceville, Pa., .	Winton, Pa., . . .	4.50	. . . . .	
First mortgage on road, .	Branch lines in Pennsylvania, .	. . . . .	4.48	$60,308 78	
Second mortgage on road,	Jersey City, N. J.,	Unionville, N. Y..	71.70	. . . . .	
Second mortgage on road,	Paterson, N. J., .	Paterson City, N.J.	.75	. . . . .	
Second Mortgage Bonds.					
Second mortgage on road,	Two Bridges, N.J.,	Gravel Place, Pa.,	50.10	. . . . .	All equipment, subject to lien of prior mortgages.
Second mortgage on road,	Delaware, N. J. . .	Columbia Junction, N. J., ...	3.10	. . . . .	
Second mortgage on road,	Priceville, Pa., . .	Winton, Pa., . . .	4.50	. . . . .	
Second mortgage on road,	Branch lines in Pennsylvania, .	. . . . .	4.48	10,228 36	
Third mortgage bonds, . .	Jersey City, N. J.,	Unionville, N. Y..	71.70	. . . . .	
Third mortgage bonds. . .	Paterson, N. J., .	Paterson City, N.J.	.75	. . . . .	
General mortgage bonds, .	Main line and branches. . . .	. . . . .	134.63	3,015 67	All.
First Mortgage Bonds, Midland Railroad Company of New Jersey.					
First mortgage on road. . .	Jersey City, N. J..	Unionville, N. Y..	71.70	48,814 50	All equipment formerly of that company.
First Mortgage Bonds, Paterson Extension Railroad Company.					
First mortgage on road. .	Paterson, N. J., .	Paterson City, N.J.	.75	33,333 33	

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	13	$33,275 00	. . . . .
General office clerks,	16	14,777 00	$2 53
Station agents,	66	34,994 00	1 49
Other station men,	25	11,658 00	1 31
Enginemen,	39	37,769 00	3 15
Firemen,	43	24,024 00	1 83
Conductors,	34	30,334 00	2 91
Other trainmen,	106	51,665 00	1 78
Machinists,	20	12,096 00	2 23
Carpenters,	23	13,319 00	2 00
Other shopmen,	115	48,612 00	1 42
Section foremen,	32	17,966 00	1 55
Other trackmen,	168	51,381 00	1 14
Switchmen, flagmen and watchmen,	45	17,655 00	1 25
Telegraph operators and dispatchers,	23	12,983 00	1 62
All other employes and laborers,	37	18,972 00	1 71
Total,	805	$431,480 00	$1 77
Distribution of above:			
General administration,	29	$48,052 00	$4 54
Maintenance of way and structures,	212	76,006 00	1 27
Maintenance of equipment,	146	67,368 00	1 57
Conducting transportation,	418	240,054 00	1 84
Total,	805	$431,480 00	1 77
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	27	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . . .	$11,908 15	$1 54

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	5	. . . . .
Number iron,	55	7
Number wooden,	47	3
Trestles:		
Number,	19	1
Aggregate length (feet),	2,400	184
Telegraph:		
Miles of line owned by this company,	85.6	. . . . .
Miles of wire owned by this company,	85.6	. . . . .
Miles of line operated by Western Union Telegraph Company,	133.65	6.7
Miles of wire operated by Western Union Telegraph Company,	133.65	6.7

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None, except from the company's road.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Pennsylvania Railroad Company at Jersey City and New York, and New York, Ontario and Western Railway Company at Middletown, New York. The company does not lease or use any terminals in Pennsylvania.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

NITTANY VALLEY RAILROAD COMPANY.

Date of organization: March 15, 1887.

By what authority incorporated: Commonwealth of Pennsylvania: An act to authorize the formation and regulation of railroad corporations, approved April 4, 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jones Wister,	Clarkson avenue, Philadelphia.	January 12, 1892.
J. N. M. Shimer,	No. 4017 Baring street, Philadelphia,	do.
B. K. Jamison,	3912 Walnut street, Philadelphia.	do.
C. A. Mayer,	Lock Haven, Clinton county, Pa.,	do.
C. A. Harte,	4037 Powelton avenue, Philadelphia.	do.
W. Rotch Wister,	318 Chestnut street, Philadelphia,	do.
John S. Brown.	Swarthmore, Delaware county, Pa.,	do.

Date of last meeting of stockholders for election of directors: Adjourned meeting, January 27, 1891.

Postoffice address of general office: No. 122 Walnut street, Philadelphia, Pa.

Postoffice address of operating company: Valentine Iron Company, Bellefonte, Centre county, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	Jones Wister.	Clarkson ave., Philadelphia, or No. 257 S. 4th St., Philadelphia.
Secretary.	M. W. Walsh,	4817 Chew St., Philadelphia, or 122 Walnut St., Philadelphia.
Treasurer,		
General Manager.	J. W. Gephart.	Valentine Iron Company, Bellefonte, Centre county, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Nittany Valley Railroad Company.	Junction with Bellfonte, Nittany and Lemont railroad,	Ore banks.	4.75	4.75
	Sidings and other tracks,		.87	.87
	About 2 miles of tracks to rolling mill and blast furnace of Centre Iron Company, operated under an agreement.		2	2
Total mileage operated,			7.62	7.62

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

An agreement between the Nittany Valley Railroad Company and Centre Iron Company, for use of tracks in the yards of the Centre Iron Company.

The Centre Iron Company failed in the fall of 1890.

Succeeded by the Valentine Iron Company in the spring of 1891, to whom the Nittany Valley Railroad Company leased their road May, 1891, for one year at a rental of $7,500.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$162,415 45	Capital stock,	$75,000 00
Cost of equipment,	14,573 83	Funded debt,	75,000 00
Cash and current assets,	1,245 31	Current liabilities,	14,338 23
		Profit and loss,	13,896 36
Total,	$178,234 59	Total,	$178,234 59

IMPORTANT CHANGES DURING THE YEAR.

The Nittany Valley railroad leased to the Valentine Iron Company May, 1891, for one year, at a rental of $7,500.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage coupon. The Nittany Valley railroad.	Junction Bellefonte, Nittany and Lemont railroad.	Ore banks,	5.62	$13,345 19

Nittany Valley railroad equipment mortgaged.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers:			
General manager (6 months),	1	$150 00	
Secretary and treasurer (12 months),	1	300 00	
General superintendent (10 months),	1	125 00	
Cashier (5 months),	1	50 00	
Enginemen,	3	1,501 74	$6 75
Firemen,	2		3 00
Conductors,	1	267 37	2 00
Other trainmen,	1	218 83	1 50
Section foremen,	1	1,298 90	1 10
Other trackmen,	4		2 00
Switchmen, flagmen and watchmen and hostler,	2	223 20	1 20
Employes—account floating equipment, car inspector,	1	152 24	1 25
Total,	19	$4,287 28	
Distribution of above:			
General administration,	4	$625 00	
Maintenance of way and structures,	5	1,298 90	
Maintenance of equipment,	1	152 24	
Conducting transportation,	9	2,211 14	
Total,	19	$4,287 28	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	All.		
Total yearly compensation of employes in Pennsylvania,	All.		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number (wooden),	1	1
Aggregate length (feet),	400	400
Gauge of track,	4 ft. 9 in.	

NORTHERN CENTRAL RAILWAY COMPANY.

Date of organization: December 9, 1854.

By what authority incorporated: State of Maryland, special act 1854, chapter 250; State of Pennsylvania, special act 1854, No. 531; 1855, No. 543, and 1856, No. 198.

If a consolidated company, name the constituent companies: Baltimore and Susquehanna Railroad Company: State of Maryland, 1827, chapter 72; 1829, chapter 49; 1830, chapter 117; 1833, chapter 282; 1845, chapter 361; 1849, chapter 419; 1849, chapter 532: 1854, chapter 250; 1854, chapter 260.

York and Maryland Line Railroad Company: State of Pennsylvania, 1832, No. 78; 1834, No. 214; 1840, No. 237; 1854, No. 531.

York and Cumberland Railroad Company: State of Pennsylvania, 1846, No. 421; 1851, No. 272; 1854, No. 531.

Susquehanna Railroad Company: State of Pennsylvania, 1851, No. 337; 1852, No. 270; 1854, No. 369; 1854, No. 531.

Date of consolidation, December 9, 1854.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Cassatt,	Philadelphia,	Fourth Thursday in February, 1892.
Wistar Morris,	Philadelphia,	do. do.
George Small,	Baltimore, Md.,	do. do.
J. N. Hutchinson,	Philadelphia,	do. do.
B. F. Newcomer,	Baltimore, Md.,	do. do.
John P. Greene,	Philadelphia,	do. do.
Harry Walters,	Baltimore, Md.,	do. do.
Henry James,	Baltimore, Md.,	do. do.
J. N. DuBarry,	Philadelphia,	do. do.
Louis W. Hall,	Harrisburg, Pa.,	do. do.
E. B. Parsons,	Sodus Point, N. Y.,	do. do.
J. D. Cameron,	Harrisburg, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: February 26, 1891.

Postoffice address of general office: Baltimore, Md.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
Vice President,	Frank Thompson,	Philadelphia.
Secretary,	Stephen W. White,	Philadelphia.
Treasurer,	John S. Leih,	Baltimore, Md.
Chief Engineer,	William H. Brown,	Philadelphia.
General Solicitor, Attorney or Counsel,	John Scott,	Philadelphia.
Auditor,	James P. Kerr,	Baltimore, Md.
General Manager,	Charles E. Pugh,	Philadelphia.
General Passenger Agent,	J. R. Wood,	Philadelphia.
General Freight Agent,	Wm. H. Joyce,	Philadelphia.
General Superintendent,	Robert Neilson,	Williamsport, Pa.
Division Superintendent,	H. W. Kapp,	Baltimore, Md.
Division Superintendent,	E. B. Westfall,	Williamsport, Pa.
Division Superintendent,	Frank Ellmaker,	Sunbury, Pa.
Division Superintendent,	Spencer Meade,	Elmira, N. Y.
General Baggage Agent,	F. J. McWade,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Northern Central railway,	Baltimore, Md.,	Sunbury, Pa.,	136.82	101.20
Green Spring branch,	Hollins, Md.,	Green Spring Junc., Md.	8.59	. . . .
Rockville Branch railroad,	Rockville, Pa.,	Dauphin, Pa.,	2.83	2.83
The Railroad of the Lykens Valley Railroad and Coal Company, Summit Branch Railroad Company, lessee, Northern Central Railway Company, operator.	Millersburg, Pa.,	Williamstown, Pa.,	19.70	19.70
Shamokin Valley and Pottsville railroad, including Lancaster branch.	Sunbury, Pa.,	Mt. Carmel, Pa.,	29.78	29.78
Elmira and Williamsport railroad,	Williamsport, Pa.,	Elmira, N. Y.,	75.50	69.00
Elmira and Lake Ontario railroad,	Chemung Junc., N. Y.,	Canandaigua, N. Y.,	64.00	. . . .
With branch,	Stanley, N. Y.,	Sodus Point, N. Y.,	34.18	. . . .
With branch,	Canandaigua, N. Y.,	Canandaigua Lake,	1.43	. . . .
Total mileage operated.			372.83	222.51

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Allegheny Valley Railroad Company funded debt mortgaged.	$137,000 00	7 per ct.	. . . . .
Sodus Bay and Southern Railroad Company first mortgage,	142,000 00	5 per ct.	$7,925 00
Total,	$279,000 00	. . . . .	$7,925 00

STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.
Baltimore and Potomac Railroad Company,	$622,850 00	. . . . .
Chemung Railroad Company,	400 00	. . . . .
Mineral Railroad and Mining Company,	199,998 00	. . . . .
Union Railroad Company,	1,200,000 00	$240,000 00
Shamokin Valley and Pottsville Railroad Company,	619,400 00	37,164 00
Pennsylvania Equipment Trust,	489,000 00	20,640 00
Elmira and Lake Ontario Railroad Company,	1,499,600 00	. . . . .
Total,	$4,631,248 00	$297,804 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$14,791,598 00	Capital stock	$7,518,150 00
Cost of equipment	4,440,476 60	Funded debt	14,459,000 00
Bonds of other companies owned	140,527 55	Current liabilities	1,806,375 18
Stocks of other companies owned	4,228,980 20	Accrued interest on funded debt not yet payable	88,759 58
Cash and current assets	2,000,517 02	Mortgages and ground rents payable	319,829 95
Other assets: Sundries	258,174 50	Other liabilities	876,044 15
		Profit and loss	792,115 01
Total	$25,860,273 87	Total	$25,860,273 87

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company at a fixed percentage of gross receipts.

United States mails carried.

Sleeping and parlor cars furnished by Pullman's Palace Car Company.

Agreement with Western Union Telegraph Company.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles—about.		
First mortgage to State of Maryland to secure annuity of $90,000	Baltimore	Sunbury	1.38	$10,869 57	None.
Second mortgage	do.	do.	1.38	8,159 41	All.
Consolidated mortgage	do.	do.	1.38	20,318 84	All.
Consolidated general mortgage	do.	do.	1.38	38,789 85	All.
Second general mortgage	do.	do.	1.38	26,637 68	All.

All income mortgaged. 8,230 shares Elmira and Lake Ontario Railroad Company securities mortgaged.

EMPLOYES AND SALARIES.

CLASS.	Number.	Average yearly compensation.	Total daily compensation.
General officers	6	$17,220 00	. . . . .
General office clerks	54	43,272 00	$2 56
Station agents	138	101,527 68	2 35
Other station men	623	300,126 36	1 54
Enginemen	180	181,220 40	3 22
Firemen	166	91,812 84	1 77
Conductors	193	163,803 84	2 71
Other trainmen	477	271,041 36	1 81
Machinists	146	87,612 48	1 92
Carpenters	258	158,937 36	1 97
Other shopmen	702	355,640 88	1 62
Section foremen	156	89,912 52	1 84
Other trackmen	869	313,987 68	1 16
Switchmen, flagmen and watchmen	184	71,448 72	1 24
Telegraph operators and dispatchers	226	142,043 76	2 01
Employes—account floating equipment	2	1,574 04	2 51
All other employes and laborers	111	67,206 36	1 93
Total	4,491	$2,458,388 28	1 75
Distribution of above:			
General administration	60	$60,492 00	$3 22
Maintenance of way and structures	1,136	471,106 56	1 32
Maintenance of equipment	1,108	603,764 76	1 74
Conducting transportation	2,187	1,323,024 96	1 93
Total	4,491	$2,458,388 28	$1 75

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF LINE.	IN PENNSYLVANIA.
Bridges:		
Number stone	34	25
Number iron	102	53
Number wooden	26	13
Tunnels:		
Number	2	1
Maximum length (feet)	256	256
Minimum length (feet)	82	256
Aggregate length of all tunnels (feet)	338	256
Telegraph:		
Miles of line owned by this company	146.63	101.79
Miles of wire owned by this company	439.42	302.28
Miles of line operated by this company	146.63	101.79
Miles of wire operated by this company	439.42	302.28

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Empire, Union, Green, Canada Southern, Anchor and Midland lines.

NORTH EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: December 14, 1870.

By what authority incorporated: State of Pennsylvania, general laws of April 4, 1868, and act of assembly of May 21, 1881.

DIRECTORS

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward C. Knight,	Philadelphia,	January, 1892.
A. A. McLeod,	Philadelphia,	do.
A. J. Antelo,	Philadelphia,	do.
George DeB. Keim,	Philadelphia,	do.
James Boyd,	Norristown, Pa.,	do.
Henry C. Gibson,	Philadelphia,	do.
Thomas Dolan,	Philadelphia,	do.
Peter C. Hollis,	Philadelphia,	do.
Isaac Warner, Jr.,	Hatboro', Montgomery county, Pa.,	do.
I. Newton Evans,	Hatboro', Montgomery county, Pa.,	do.
Samuel S. Thompson,	Philadelphia,	do.
Charles H. R. Triebels,	Philadelphia,	do.
Albert S. Paxson,	Holicong, Bucks county, Pa ,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 240 South Third street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Edward C. Knight,	Philadelphia.
Vice President,	A. A. McLeod,	do.
Secretary and Treasurer,	John S. Wise,	do.
Chief Engineer,	H. K. Nichols,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
North East Pennsylvania Railroad Company,	Glenside, Pa.,	New Hope, Pa.,	27.9	27.9

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$677,249 11	Capital stock,	$400,000 00
Cash and current assets,	262,717 49	Funded debt,	400,000 00
Profit and loss,	283,424 40	Mortgage,	1,500 00
		Current liabilities,	418,891 00
		Accrued interest on funded debt not yet payable,	3,000 00
Total,	$1,223,391 00	Total,	$1,223,391 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Station agents,	10	$4,200 00	$1 34
Section foremen,	5	2,566 80	1 64
Other trackmen,	35	13,650 00	1 25
Switchmen, flagmen and watchmen,	2	960 00	1 53
Telegraph operators and dispatchers,	1	420 00	1 34
All other employes and laborers,	4	3,198 00	2 55
Total,	57	$24,994 80	. . . . .
Distribution of above:			
Maintenance of way and structures,	41	$16,800 55	. . . . .
Conducting transportation,	16	8,191 25	. . . . .
Total,	57	$24,994 80	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	13	13
Number wooden,	2	2
Trestles:		
Number,	5	5
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	25.7	25.7
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	37	37
Gauge of track,	4 ft. 8½ in.	

NORTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization: April 8, 1852.

By what authority incorporated: State of Pennsylvania, April 8, 1852, January 25, 1853, March 29, 1853, June 20, 1853, April 17, 1854, May 8, 1854.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Arlo Pardee	Hazleton, Pa.	January 12, 1892.
Richard J. Dobbins	Philadelphia.	do.
Charles A. Sparks	Philadelphia.	do.
Edwin H. Fitler	Philadelphia.	do.
Thomas Cochran	Philadelphia.	do.
Thomas McKean	Philadelphia.	do.
John H. Michener	Philadelphia.	do.
John R. Fell	Philadelphia.	do.
Edward C. Knight, Jr.	Philadelphia.	do.
Peter C. Hollis	Philadelphia.	do.
Arlo Pardee, Jr.	Philadelphia.	do.
Henry McKean, Jr.	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 240 South Third street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	Edward C. Knight	Philadelphia
Secretary and Treasurer	John S. Wise	do.
General Solicitor, Attorney or Counsel	William Rotch Wister	do.
Cashier	David K. Fuller	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
North Pennsylvania railroad	Philadelphia, Willow St.	Bethlehem	55.60	55.60
	Jenkintown	Middle Delaware river	20.50	20.50
	Lanesdale	Doylestown	10.30	10.30
Total mileage operated			86.40	86.40

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
North Penna. R. R. Co.	Phila., Willow St.	Bethlehem	Philadelphia & Reading Railroad Co.	55.60	55.60
	Jenkintown	Middle Delaware river	Philadelphia & Reading Railroad Co.	20.50	20.50
	Lansdale	Doylestown	Philadelphia & Reading Railroad Co.	10.30	10.30
Total mileage				86.40	86.40

On the 14th day of May, 1879, the railroad property and plant of the company was leased to the Philadelphia and Reading Railroad Company for 999 years from May 1, 1879, since which time the railroad has been operated by that company.

TERMS.—The lessees to pay a yearly rent in four equal quarterly payments, equal to all the interest on the bonds of the company. Six per cent. upon the floating debt, and for the first and second years of said term six per cent., third and fourth years seven per cent., and for the fifth and succeeding years eight per cent. upon the capital stock of the company. Lessees to pay all taxes upon capital stock, gross receipts, etc., as they may fall due, and also the yearly sum of $12,000 for defraying the expenses of maintaining the corporate organization of the company.

BONDS OWNED.

Bonds Mansion House Hotel Company,	$6,300 00

STOCKS OWNED.

Stock North East Pennsylvania Railroad Company,	$35,465 00
Stock Yardleyville Delaware Bridge Company,	9,000 00
Stock Mansion House Hotel Company,	5,000 00
Total,	$49,465 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$10,317,899 28	Capital stock,	$4,720,750 00
Cost of equipment,	1,750,935 65	Funded debt,	7,200,000 00
Bonds of other companies owned,	6,300 00	Ground rents and mortgages,	458,128 54
Stocks of other companies owned,	49,465 00	Current liabilities,	171,246 76
Office building,	25,265 26	Unpaid 6 per cent. bonds,	2,000 00
Cash and current assets,	328,878 14	Accrued interest on funded debt not yet payable,	157,465 00
Other assets,	393,762 09	Profit and loss, deficit,	162,915 12
Total,	$12,872,505 42	Total,	$12,872,505 42

IMPORTANT CHANGES DURING THE YEAR.

There has been issued to the Philadelphia and Reading Railroad Company, lessee, 706 shares of the capital stock of this company for betterments and improvements

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Seven per cent. second mortgage, General mortgage 7 per cent. bonds, Six per cent. registered loan,	Philadelphia, Willow St. Jenkintown, Lansdale,	Bethlehem, Middle Delaware river, Doylestown,	207.90	$34,632 03

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? See report Philadelphia and Reading Railroad Company, lessee.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: See report of Philadelphia and Reading Railroad Company, lessee.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: See report of Philadelphia and Reading Railroad Company, lessee.

NORTH AND WEST BRANCH RAILWAY COMPANY.

Date of organization: July 23, 1881.
By what authority incorporated: General law, April 8, 1861.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. R. Buckalew	Bloomsburg, Pa.,	April 26, 1892.
William Neal	Bloomsburg, Pa.,	do.
Henry W. Palmer	Wilkes-Barre, Pa.,	do.
Charles Parrish	Wilkes-Barre, Pa.,	do.
G. B. Roberts	Philadelphia,	do.
W. H. Barnes	Philadelphia,	do.
A. J. Cassatt	Philadelphia,	do.
J. N. DuBarry	Philadelphia,	do.
John P. Green	Philadelphia,	do.
H. H. Houston	Philadelphia,	do.
Henry D. Welsh	Philadelphia,	do.
N. Parker Shortridge	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: April 28, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	D. J. Waller	Bloomsburg, Pa.
Vice President	J. N. DuBarry	Philadelphia.
Secretary	Albert Hewson	Philadelphia.
Treasurer	Taber Ashton	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
	From—	To—			
North and West Branch railway	Catawissa,	Wilkes-Barre,	Penna. R. R. Co.,	43.13	43.13
Branch			Penna. R. R. Co.,	4.69	4.69
Total mileage				47.82	47.82

Agreement dated November 23, 1881, with Pennsylvania Railroad Company by which that company is to maintain and operate the road for cost, paying the net earnings to the North and West Branch Railway Company until September 1, 1901.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$3,317,526 95	Capital stock	$1,500,000 00
Cash and current assets	315,164 50	Funded debt	1,500,000 00
		Current liabilities	12,239 30
		Profit and loss	620,452 15
Total	$3,632,691 45	Total	$3,632,691 45

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Catawissa,	Wilkes-Barre,	43.13	
Branch,			4.69	
Total,			47.82	$31,367 63

EMPLOYES AND SALARIES.

General officers, 3; no yearly compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	3
Number iron,	6	6
Number wooden,	12	12
Trestles:		
Number,	10	10
Aggregate length (feet).	708	708
Telegraph:		
Miles of line owned by this company,	42.69	42.69
Miles of wire owned by this company,	130.43	130.43
Miles of line operated by Pennsylvania Railroad Company,	42.69	42.69
Miles of wire operated by Pennsylvania Railroad Company,	130.43	130.43
Gauge of track,		4 ft. 9 in.

OHIO AND BALTIMORE SHORT LINE RAILWAY COMPANY.

Date of organization: May 10, 1881.
By what authority incorporated: State of Pennsylvania; act of April 4, 1868.
Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. W. Smith,	Washington, Pa.,	First Monday in June, 1892.
Wm. Workman,	Washington, Pa.,	do. do.
T. M. Bayne,	Pittsburgh,	do. do.
C. S. Wight,	Pittsburgh,	do. do.
W. T. Manning,	Pittsburgh,	do. do.
J. Frank Supplee,	Baltimore, Md.,	do. do.

Date of last meeting of stockholders for election of directors: June 1, 1891.
Postoffice address of general office: Pittsburgh.
Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. B. Washington,	Pittsburgh.
Secretary,	A. W. Black,	Pittsburgh.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Ohio and Baltimore Short Line Railway Company.	Morrell Junc., Pa.	Leisenring, Pa.,	Baltimore and Ohio Railroad Company.	5.6	5.6
	Ohio & Baltimore Short Line Junction, Pa.	Morrell Junc., Pa.	Baltimore and Ohio Railroad Company.	1.2	1.2
	Leisenring, Pa.,	Trotters, Pa.,	Baltimore and Ohio Railroad Company.	1.3	1.3
Total mileage,				8.1	8.1

Operated by the Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,532,986 93	Capital stock,	$290,000 00
Profit and loss,	231,688 02	Funded debt,	500,000 00
		Current liabilities,	974,674 95
Total,	$1,764,674 95	Total,	$1,764,674 95

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage, Eastern Division,	Morrell Junction, Pa.,	Leisenring, Pa.,	5.6	
First mortgage, Eastern Division,	O. & B. S. L. Junct., Pa.	Morrell Junction, Pa.,	1.2	
First mortgage, Eastern Division,	Leisenring, Pa.,	Trotters, Pa.,	1.3	
			8.1	$61,481 48

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Enginemen	1	$3 50
Firemen	1	1 75
Section foreman	1	1 43
Other trackmen	7	1 20
Total	10	
Distribution of above:		
Maintenance of way and structures	8	
Conducting transportation	2	
Total	10	
Employes in Pennsylvania:		
Total number of employes in Pennsylvania	10	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	3	3
Number iron	3	3
Number wooden	1	1
Trestles:		
Number	3	3
Aggregate length (feet)	666	666

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

OHIO CONNECTING RAILWAY COMPANY.

Date of organization: November 22, 1886.

By what authority incorporated: General law.

Operated by Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
John E. Davidson.	Pittsburgh.	February 2, 1892.
J. J. Brooks,	do.	do.
James McCrea,	do.	do.
John W. Renner,	do.	do.
Wm. Mullins.	do.	do.
A. McElevey.	do.	do.

Date of last meeting of stockholders for election of directors: February 3, 1891.
Postoffice address of general office: Pittsburgh, Pa.
Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Thomas D. Messler,	Pittsburgh.
Secretary.	S. B. Liggett.	do.
Treasurer,	T. H. B. McKnight.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	To—	From—			
Ohio Connecting railway.	A point 2.03 miles west of Birmingham station, P., C., C. & St. L. Ry.	Verner station. Pittsburgh, Fort Wayne and Chicago railway.	Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.	3.27	3.27
Total mileage.				3.27	3.27

Main line 2.75 miles; branch 52 miles.

The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company operates the Ohio Connecting railway for the cost of such service and pays balance of earnings to Ohio Connecting Railway Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,318,759 15	Capital stock,	$600,000 00
		Funded debt,	600,000 00
		Current liabilities,	92,966 90
		Profit and loss,	25,792 25
Total	$1,318,759 15	Total,	$1,318,759 15

IMPORTANT CHANGES DURING THE YEAR.

Railway was opened for business October 20, 1890.

EMPLOYES AND SALARIES.

General officers,	3
Total,	3
Distribution of above:	
General administration,	3
Total,	3
Number of employes in Pennsylvania:	
Total number of employes in Pennsylvania,	3

CHARACTERISTICS OF ROAD.

Gauge of track,	4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

OHIO CONNECTING RAILWAY—PITTSBURGH, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY OPERATING.

Date of organization: October 1, 1890.

DIRECTORS.

See report of Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company for organization of lessee company.

See report of Ohio Connecting Railway Company for organization of lessor company.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ohio Connecting railway.	P., C., C. & St. L. railway, two miles west of Birmingham, Pa.,	P., Ft. W. & C. railway at Verner station, Allegheny, Pa.	2.75	2.75
Sheridan Branch. . .	P., C., C. & St. L. railway, two and one-half miles west of Birmingham, Pa.,	Junction with main line Ohio Connecting railway.	.52	.52
Total mileage operated.	. . . . .	. . . . .	3.27	3.27

EMPLOYES AND SALARIES.

CLASS.	Number.	Total compensation from October 20, 1890, to June 30, 1891.	Average daily compensation.
Section foremen	1	$225 00	$1 50
Other trackmen	2	356 00	1 20
Switchmen, flagmen and watchmen	2	372 00	1 20
Telegraph operators and dispatchers	6	1,625 00	1 80
All other employes and laborers	2	575 00	1 91
Total	13	$3,153 00	
Distribution of above:			
Maintenance of way and structures	3	$581 00	
Conducting transportation	10	2,572 00	
Total	13	$3,153 00	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	13		
Total yearly compensation of employes in Pennsylvania		$3,153 00	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	3	3
Number wooden	1	1
Trestles:		
Number	5	5
Aggregate length (feet)	2,789	2,789
Telegraph:		
Miles of line operated by this company	.75	.75
Miles of wire operated by this company	3.01	3.01

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

OHIO AND NORTH EASTERN RAILROAD COMPANY.

Date of organization: June 28, 1889.

By what authority incorporated: Under an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,' approved the 8th day of June, A. D. 1874."

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
J. J. Miller,	Pittsburgh.	D. H. Brown,	Pittsburgh.
J. A. Courtney,	do.	C. R. Sewel,	do.
W. J. Miller,	do.	W. A. Dinker,	do.

Date of last meeting of stockholders for election of directors: June 27, 1889.

Postoffice address of general office: Pittsburgh.

Since making our report of the affairs of the Ohio and Northeastern railroad for the year ending June 30, 1890, we beg to say nothing has been done further than complete some surveys that were being made at that time. Nothing done towards construction of road. No stock certificates have been issued. Of the five per cent. paid in on capital stock up to June 30, 1890, $10,493.69 was expended in surveys locating lines, estimates and other expenses, and during the year ending June 30, 1891, an additional amount of $993.43 has been expended.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. J. Miller,	Pittsburgh.
Vice President.	J. A. Courtney,	do.
Secretary,	W. A. Dinker,	do.
Treasurer,	J. A. Courtney,	do.

OIL CITY AND NEW CASTLE RAILROAD COMPANY.

Date of organization: December 10, 1890.

By what authority incorporated: Under act of April 4, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edmund D. Smith,	Philadelphia,	January 11, 1892.
Charles M. Lea,	do.	do.
Henry C. Esling,	do.	do.
S. G. DeCoursey,	do.	do.
Price W. Janeway,	do.	do.
Wm. S. Horsey,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	George E. Bartol,	Philadelphia.
Secretary,	Wm. S. Horsey,	Philadelphia.
Treasurer.	J. R. Trimble,	Philadelphia.
Chief Engineer.	R. D. McCreary,	Buffalo, N. Y.

PROPERTY OPERATED.

The railroad of this company has not yet been constructed, and there is, therefore, no further report to make.

21–11–91.

OIL CITY AND RIDGEWAY RAILWAY AND MINING COMPANY.

Date of organization: January 25, 1877.
By what authority incorporated: Under general law; act of July 18, 1863.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. H. Allen,	New York, N. Y.,	May 28, 1892.
E. L. Owen,	New York, N. Y.,	do.
S. G. DeCoursey,	Philadelphia,	do.
E. W. Clark, Jr.,	Philadelphia,	do.
G. E. Bartol,	Philadelphia,	do.
W. T. Tiers.	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 28, 1889.
Postoffice address of general office: Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	C. H. Allen.	New York, N. Y.
Secretary, Treasurer,	J. R. Trimble,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Oil City and Ridgeway Railway and Mining Co.	South Oil City, .	Cranberry Mines,	6	6

The coal mines of the company were not worked during the year ended June 30, 1891, and the road, in consequence, was not operated.

EMPLOYES AND SALARIES.

General officers,	2

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The road has no funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

OLEAN, BRADFORD AND WARREN RAILWAY COMPANY.

Date of organization: September 29, 1877.

By what authority incorporated: Organized under the act of the General Assembly of Pennsylvania, approved the April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by the Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Calvin H. Allen,	Mills Building, N. Y city.	George E. Bartol,	139 S. Fourth St., Phila.
Edward L. Owen,	71 Wall street, N. Y. city.	Wm. T. Tiers,	11 S. Fourth St., Phila.
John D. Probst,	52 Exch. Pl., N. Y. city.	E. W. Clark, Jr.,	Bullitt Building, Phila.
Samuel G. DeCoursey,	242 S. Third St., Phila.		

Date of last meeting of stockholders for election of directors: January 14, 1889.

Postoffice address of general office: 84 Exchange street, Buffalo, N. Y.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Calvin H. Allen,	New York city.
Vice President,	Samuel G. DeCoursey,	Philadelphia.
Secretary,	Joseph R. Trimble,	Philadelphia.
Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
Auditor,	Wm. L. Doyle,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
	From—	To—			
Olean, Bradford and Warren Railway Company.	State Line,	Bradford,	Western New York and Pennsylvania Railroad Company,	10.11	10.11

This road is leased to the Western New York and Pennsylvania Railroad Company and its operations are included in the report of that company, to which you are respectfully referred.

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company, of all and singular the railway of the Olean, Bradford and Warren Railway Company of Pennsylvania.

Recorded in McKean county, Pa., February 16, 1882, in mortgage-book, volume "M," page 279; also July 21, 1882, in deed-book, volume 16, page 121; and in Warren county, March 10, 1883, in deed-book, No. 20, page 665.

Nine hundred and ninety-nine years from December 8, 1881.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 3 feet.

ONTARIO, CARBONDALE AND SCRANTON RAILWAY COMPANY.

Date of organization: October 3, 1889.

By what authority incorporated: An act supplementary to an act regulating railroad companies, approved the 19th day of February, A. D. 1849, approved 24th of March, 1865. Laws of Pennsylvania, and under general railroad acts of State of New York.

If a consolidated company, name the constituent companies: The Scranton and Forest City Railroad Company, charter dated 21st of November, 1888, under general act; the Forest City and State Line Railroad Company, charter dated 16th of March, 1889, under general act; the Hancock and Pennsylvania Railroad Company, organized under laws of State of New York, 2d of April, 1889.

Operated by the New York, Ontario and Western Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward B. Sturges,	Scranton, Pa.,	Last Wednesday of January, 1892.
Wm. H. Richmond,	Dickson City, Pa.,	do. do.
Clarence D. Simpson,	Scranton, Pa.,	do. do.
John Jermyn,	Scranton, Pa.,	do. do.
O. S. Johnson,	Scranton, Pa.,	do. do.
Wm. W. Paterson,	Scranton, Pa.,	do. do.
J. E. Childs,	New York, N. Y.,	do. do.
John B. Kerr,	New York, N. Y.,	do do.
Daniel Scurvey,	Carbondale, Pa.,	do. do.
Edward Clarkson,	Carbondale, Pa.,	do. do.
Clarence E. Spencer,	Carbondale, Pa.,	do. do.
Thomas P. Fowler,	New York, N. Y.,	do. do.
James E. Burr,	Carbondale, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: 28th of January, 1891.

Postoffice address of general office: Commonwealth building, Scranton, Pa., and 16 and 18 Exchange place, New York, N. Y.

Postoffice address of operating company: New York, Ontario and Western Railway Company, 16 and 18 Exchange place, New York, N. Y.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Edward B. Sturges,	Scranton, Pa.
Vice President and General Manager,	James E. Childs,	New York, N. Y.
Secretary and Treasurer,	John Fleming,	New York, N. Y.
General Solicitor, Attorney or Counsel.	John B. Kerr,	New York, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New York, Ontario and Western Railway Company.	Hancock Junc., N. Y.,	Scranton, Pa.. .	N. Y., Ont. & West. Railway Company.	53.66	50.75

The Ontario, Carbondale and Scranton Railway Company leased its railroad and property to the New York, Ontario and Western Railway Company by lease dated the 10th day of May, 1890, for the term of ninety-nine (99) years from the first day of July, 1890, the New York, Ontario and Western Railway Company to pay an annual rental of seventy-five thousand (75,000) dollars, to be paid in equal semi-annual payments on the last days of November and May in each and every year during said term; also, such further sum as may be necessary to maintain the organization of the Ontario, Carbondale and Scranton Railway Company, not exceeding, however, the sum of three thousand (3,000) dollars, to be paid in equal quarter-yearly payments on the last days of August, November, February and May in each year; also, five (5) per cent. on the gross earnings, tolls and income derived by the New York, Ontario and Western Railway Company from the use of and operation of the railway, not exceeding, however, seventy-five thousand (75,000) dollars per annum, such percentage to be also paid semi-annually on the last days of November and May in each and every year.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,494,985 94	Capital stock,	$1,500,000 00
		Funded debt,	1,500,000 00
		Current liabilities,	475,740 82
		Accrued interest on funded debt not yet payable,	6,250 00
		Profit and loss,	12,995 12
Total,	$3,494,985 94	Total,	$3,494,985 94

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General manager,	1	$2,500 00
Secretary and treasurer,	1	600 00
Total,	2	$3,100 00
Distribution of above:		
Maintenance of organization,	....	$3,100 00
Total,	....	$3,100 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	40	37
Trestles:		
Number,	7	6
Aggregate length (feet),	2,518	2,026
Telegraph:		
Miles of line owned by this company,	53.66	50.75
Miles of wire owned by this company,	108.10	102.28
Miles of line operated by Western Union Telegraph Company,	53.66	50.75
Miles of wire operated by Western Union Telegraph company,	108.10	102.28

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

PENNSYLVANIA RAILROAD COMPANY.

Date of organization: March 30, 1847; act to incorporate was approved April 13, 1846; letters patent issued February 25, 1847; first election for directors held March 30, 1847.

By what authority incorporated: Pennsylvania Railroad Company organized under laws of State of Pennsylvania; act of incorporation approved April 13, 1846 (see P. L. p. 112); acts supplementary or amendatory thereto have also been approved as follows: April 13, 1846 (P. L. p. 326), March 17, 1848 (P. L. p. 273), March 20, 1849 (P. L. p. 196), April 5, 1849 (P. L. p. 341), April 5, 1849 (P. L. p. 360), April 2, 1850 (P. L. p. 1031), April 6, 1850 (P. L. p. 373), April 26, 1850 (P. L. p. 583), April 12, 1851 (P. L. p. 518), January 29, 1852 (P. L. p. 639), April 23, 1852 (P. L. p. 394), May 1, 1852 (P. L. p. 508), May 6, 1852 (P. L. p. 616), March 3, 1853 (P. L. p. 137), March 23, 1853 (P. L. p. 219), May 11, 1853 (P. L. p. 672), May 20, 1853 (P. L. p. 677), February 16, 1854 (P. L. p. 72), February 17, 1854 (P. L. p. 76), April 18, 1854 (P. L. p. 385), April 19, 1854 (P. L. p. 392), April 21, 1854 (P. L. p. 453), April 6, 1855 (P. L. p. 196), May 2, 1855 (P. L. p. 409), May 2, 1855 (P. L. p. 412), May 7, 1855 (P. L. p. 459), February 7, 1856 (P. L. p. 33), April 18, 1856 (P. L. p. 447), April 22, 1856 (P. L. p. 526), May 13, 1856 (P. L. p. 554), April 1, 1857 (P. L. p. 209), May 16, 1857 (P. L. p. 519), May 16, 1857 (P. L. p. 539), May 20, 1857 (P. L. p. 598), May 20, 1857 (P. L. p. 599), May 21, 1857 (P. L. p. 649), March 19, 1858 (P. L. p. 136), April 1, 1858 (P. L. p. 197), January 4, 1859 (P. L. p. 827), April 11, 1859 (P. L. p. 512), April 15, 1859 (P. L. p. 679), March 19, 1860 (P. L. p. 175), March 30, 1860 (P. L. p. 365), March 30, 1860 (P. L. p. 379), April 5, 1860 (P. L. p. 667), March 7, 1861 (P. L. p. 88), March 16, 1863 (P. L. p. 132), April 1, 1863 (P. L. p. 194), April 18, 1863 (P. L. p. 512), April 20, 1864 (P. L. p. 514), April 23, 1864 (P. L. p. 535), April 27, 1864 (P. L. p. 615), April 27, 1864 (P. L. p. 634), April 28, 1864 (P. L. p. 650), July 7, 1864 (P. L. p. 951), August 10, 1864 (P. L. p. 1035), August 12, 1864 (P. L. p. 963), March 21, 1865 (P. L. p. 466), March 23, 1865 (P. L. p. 584), March 23, 1865 (P. L. p. 643), April 4, 1866 (P. L. p. 819), March 21, 1866 (P. L. p. 263), April 11, 1866 (P. L. p. 798), March 22, 1867 (P. L. p. 520), April 10, 1867 (P. L. p. 993), April 4, 1868 (P. L. p. 58), December 29, 1869 (P. L. p. 1374), April 6, 1870 (P. L. p. 1008), February 17, 1871 (P. L. p. 55), March 8, 1871 (P. L. p. 188), March 8, 1871 (P. L. p. 189), March 8, 1871 (P. L. p. 190), March 25, 1871 (P. L. p. 451), March 6, 1872 (P. L. p. 220), March 7, 1872 (P. L. p. 259), February 18, 1873 (P. L. p. 146), March 12, 1873 (P. L. p. 253), June 6, 1873 (P. L. p. 415).

If a consolidated company, name the constituent companies: Not a consolidated company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	233 South Fourth street, Philadelphia,	March 22, 1892.
Alexander M. Fox,	1415 North Broad street, Philadelphia,	do.
Alexander Biddle,	1307 Walnut street, Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Montgomery Co., Pa.,	do.
Henry D. Welsh,	Wissahickon Heights, Chest. Hill, Phila.	do.
William L. Elkins,	423 Walnut street, Philadelphia,	do.
H. H. Houston,	308 Walnut street, Philadelphia,	do.
A. J. Cassatt,	305 Walnut street, Philadelphia,	do.
C. A. Griscom,	307 Walnut street, Philadelphia,	do.
B. B. Comegys,	Philadelphia Nat. Bank, Philadelphia,	do.
Amos R. Little,	Aldine Hotel, Philadelphia,	do.
William H. Barnes,	234 South Fourth street, Philadelphia,	do.
George Wood,	626 Chestnut street, Philadelphia,	do.
Frank Thomson, First Vice President,	233 South Fourth street, Philadelphia,	do.
J. N. DuBarry, Second Vice President,	233 South Fourth street, Philadelphia,	do.
John P. Green, Third Vice President,	233 South Fourth street, Philadelphia.	do.

Date of last meeting of stockholders for election of directors: March 24, 1891.

Postoffice address of general office: 233 South Fourth street Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	George B. Roberts,	233 South Fourth St., Philadelphia.
First Vice President,	Frank Thomson,	do. do.
Second Vice President,	J. N. DuBarry,	do. do.
Third Vice President,	John P. Green,	do. do.
Secretary,	John C. Sims,	do. do.
Assistant Secretary,	Daniel S. Newhall,	do. do.
Treasurer,	Robert W. Smith,	do. do.
Assistant Treasurer,	George E. Peabody,	do. do.
Cashier,	Benj. F. Crawford,	do. do.
Chief Engineer,	Wm. H. Brown,	do. do.
Assistant Chief Engineer,	Joseph T. Richards,	do. do.
General Solicitor, Attorney or Counsel,	John Scott,	do. do.
Assistant General Solicitor,	James A. Logan,	do. do.
Comptroller,	Robert W. Downing,	do. do.
Assistant Comptroller,	M. Riebenock,	do. do.
Assistant to Second Vice President,	Joseph M. Crawford,	do. do.
General Manager,	Charles E. Pugh,	do. do.
General Passenger Agent,	James R. Wood,	do. do.
Assistant General Passenger Agent,	George W. Boyd,	do. do.
General Freight Agent,	Wm. H. Joyce,	do. do.
Assistant General Freight Agent,	Charles A. Chipley,	do. do.
General Superintendent Motive Power,	Theo. N. Ely,	Altoona, Pa.
General Superintendent Transportation,	S. M. Prevost,	233 South Fourth St., Philadelphia.
General Superintendent Penna. R. R. Div.	Frank L. Sheppard,	Altoona, Pa.
General Sup't United R. R. N. J. Div.,	F. Wolcott Jackson,	Jersey City, N. J.
General Sup't Phila. & Erie R. R. Div.,	Robert Neilson,	Williamsport, Pa.
Sup't Voluntary Relief Department,	J. A. Anderson,	Trenton. N. J.
Superintendent of Employes Saving Fund,	Daniel S. Newhall,	233 South Fourth St., Philadelphia.
General Baggage Agent,	F. J. McWade,	Broad Street Station, Philadelphia.
Manager of Empire Line,	George M. Ball,	233 South Fourth St., Philadelphia.
Manager of Union Line,	D. S. Gray,	Columbus, Ohio.
Purchasing Agent,	Enoch Lewis,	233 South Fourth St., Philadelphia.
Assistant Purchasing Agent,	A. W. Sumner,	do. do.
Real Estate Agent,	John C. Wilson,	do. do.
Chief Conveyancer,	Geo. W. I. Ball,	do. do.
Secretary Insurance Department,	Hugh B. Ely,	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line owned:				
Filbert Street Extension,	Phila. Broad St. station,	West Philadelphia,	1	1
Philadelphia and Columbia branch,	West Philadelphia,	Columbia, Pa.,	80.15	80.15
Pennsylvania railroad,	Harrisburg,	Pittsburgh,	248.50	248.50
Total,			329.65	329.65
Branch lines owned:				
Delaware Extension,	In Philadelphia,		7.84	7.84
Swanson Street branch,	In Philadelphia,		1.22	1.22
Girard Point branch,	In Philadelphia,		2.06	2.06
Schuylkill River branch,	In Philadelphia,		1.70	1.70
Fifty-second Street branch,	In Philadelphia,		.14	.14
Frazer branch,	Frazer, Pa.,	Zermatt, Pa.,	1.80	1.80
Trenton Branch and Cut-off,	Norristown, Pa.,	Morrisville, Pa.,	31.06	31.06
Lancaster Cut-off,	At Lancaster, Pa.,		2.42	2.42
Columbia Bridge,	Columbia, Pa.,	Wrightsville, Pa.,	1.11	1.11
York branch,	Wrightsville, Pa.,	York, Pa.,	11.77	11.77
Tyrone branch,	Tyrone, Pa.,	Vail, Pa.,	3.15	3.15
Hollidaysburg branch,	Altoona, Pa.,	Hollidaysburg, Pa.,	9.60	9.60
Morrison's Cove branch,	Hollidaysburg, Pa.,	Henrietta, Pa.,	18.90	18.90
Martinsburg branch,	Martinsburg Jc., Pa.,	Martinsburg, Pa.,	.70	.70
Bloomfield branch,	Roaring Spring, Pa.,	Ore Hill, Pa.,	3	3
Williamsburg branch,	Williamsburg Jc., Pa.,	Carlin, Pa.,	17.90	17.90
Springfield branch,	Springfield Jc., Pa.,	Oreminia, Pa.,	8.20	8.20
Lilly branch,	Lilly, Pa.,	Coal Mines, Pa.,	.76	.76
Ben's Creek branch,	Ben's Creek, Pa.,	Coal Mines, Pa.,	1.61	1.61
Martin's branch	Near Portage, Pa.,	Coal Tittle, Pa.,	3.14	3.14
Wilmore branch,	Near Ben's Creek, Pa.,	Near Summerhill, Pa.,	.67	.67
Summerhill branch,	Summerhill, Pa.,	South Fork, Pa.,	2.03	2.03
Alexandria branch,	Donohue, Pa.,	Crabtree, Pa.,	4.55	4.55
Bull Run branch,	Jeannette, Pa.,	Glass Works, Pa.,	.67	.67
Manor branch,	Manor, Pa.,	Claridge, Pa.,	4.30	4.30
Indiana branch,	Blairsville Int., Pa.,	Indiana, Pa.,	18.91	18.91
Port Perry,	Near Brinton, Pa.,	Thomson, Pa.,	1.37	1.37
Total,			160.58	160.58

PROPERTY OPERATED—*Continued.*

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Lines operated under lease, contract, etc.:				
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad.	Dillerville, Pa., . . . Columbia, Pa., . . .	Harrisburg, Pa., . . . Branch Int., Pa., .	53.74	53.74
West Chester railroad.	Zermatt, Pa., ...	West Chester, Pa., .	5	5
Tyrone and Clearfield railway, . . .	Vail, Pa., ...	Curwensville, Pa., and branches.	116.51	116.51
River Front railroad.	In Philadelphia, . . .	. . . . .	3 86	3.86
Kensington and Tacony railroad. .	In Philadelphia. . . .	. . . . .	2.28	2.28
Connecting railway, ...	Mantua Jc., Phila., .	Frankford Jc., Phila.,	6.75	6.75
Philadelphia and Trenton railroad, .	Kensington, Phila., .	Morrisville, Pa., . . .	26.50	26.50
United N. J. R. R. and Canal Company lines.	Trenton and Camden, N. J.	Jersey City, S. Amboy, N. J., and branches.	144.72	. . . . .
Hudson River ferries.	Jersey City, N. J., . .	New York, N. Y., . .	1	. . . . .
Rocky Hill railroad, ...	Kingston, N. J., . . .	Rocky Hill, N. J., . .	2.38	. . . . .
Trenton Delaware bridge.	Morrisville, Pa., . . .	Trenton, N. J., . . .	.19	. . . . .
Camden and Burlington Co. railroad,	Camden, N. J., . . .	Pemberton, N. J. and branches.	29.61	. . . . .
Vincentown Branch railroad, . . .	Ewansville, N. J., . .	Vincentown, N. J., .	2.84	. . . . .
Mt. Holly, Lumberton & Medford R.R.	Mt. Holly, N. J., . .	Medford, N. J., . . .	5.95	. . . . .
Pennsylvania Schuylkill Valley R.R.	West Philadelphia, .	New Boston, Pa., and branches.	120.19	120.19
Downingtown and Lancaster railroad,	Downingtown, Pa., .	Conestoga, Pa., . . .	37.98	37.98
Pomeroy and Newark railroad, . . .	Pomeroy, Pa., ...	Newark, Del., ...	26.70	21.66
Columbia and Port Deposit railroad,	Columbia, Pa., ...	Perryville, Md., . . .	43.53	28.97
Hanover and York railroad, ...	Hanover, Pa., ...	York, Pa., ...	18.35	18.35
Littlestown railroad.	Hanover, Pa., ...	Pa. & Md. State line.	9.30	9.30
Frederick and Penn'a Line railroad,	Pa. & Md. State line,	Frederick, Md., . . .	28	. . . . .
Mifflin and Centre County railroad, .	Lewistown Jc., Pa., .	Milroy, Pa., ...	12.43	12.43
Sunbury and Lewistown railway, . .	Lewistown boro. Pa.,	Selinsgrove Jc., Pa.,	43.45	43.45
Bedford and Bridgeport railway, . .	Mt. Dallas, Pa., . . .	Penn'a & Md. State line and branches.	49.17	49.17
Lewisburg and Tyrone railroad, . .	Tyrone, Pa., ... Montandon, Pa., . .	Fairbrook, Pa., and branches. Near Lemont, Pa., .	85.08	85.08
Bald Eagle Valley railroad.	Vail, Pa., ...	Lock Haven, Pa., and branches.	90.68	90.68
Tipton railroad, ...	Tipton, Pa., ...	Tipton Run Coal Mines	4.44	4.44
Cambria and Clearfield railroad, . .	La Jose, Pa., ...	Brubaker Jc., Pa., and branches.	29.18	29.18
Ebensburg and Cresson railroad, . .	Cresson, Pa., ...	Ebensburg, Pa., . . .	11	11
South West Pennsylvania railway, .	Near Greensburg, Pa.	Fairchance, Pa., and branches.	107.79	107.79
Western Pennsylvania railroad. . .	Bolivar, Pa., ...	Allegheny City, Pa., and branches.	116	116
Pittsburgh, Virginia & Charleston Ry.	Pittsburgh (S. side), .	West Brownsville, Pa. and branches.	72.52	72.52
Sunbury, Hazleton & Wilkes-Barre railway.	Sunbury, Pa., ...	Tomhicken, Pa., . . .	43.44	43.44
North and West Branch railway, . .	Catawissa, Pa., . . .	Wilkes-Barre, Pa., and branch.	47.82	47.82
Nescopec railroad.	Rock Glen Jc., Pa., .	Nescopec, Pa., ...	11.96	11.96
Susquehanna and Clearfield railroad,	Keating, Pa., ...	Karthaus, Pa., and branch.	24.89	24.89
Ridgway and Clearfield railroad, . .	Ridgway, Pa., ...	Falls Creek, Pa., . .	27.23	27.23
Johnsonburg railroad, ...	Johnsonburg, Pa., . .	Clermont, Pa., ...	19.69	19.69
Philadelphia and Erie railroad. . . .	Sunbury, Pa., ...	Erie, Pa., ...	287.56	287.56
Philadelphia, Germantown and Chestnut Hill railroad.	Germantown Jc., Phila.	Chestnut Hill, Phila.,	6.75	6.75
Bustleton railroad, ...	Holmesburg Jc., Phila.	Bustleton, Phila., . .	4.16	4.16
Perth Amboy & Woodbridge railroad.	Rahway, N. J., . . .	Perth Amboy, N. J., .	6.40	. . . . .
Millstone & New Brunswick railroad,	New Brunswick, N. J.,	Millstone, N. J., . . .	6.64	. . . . .
Belvidere Delaware railroad, ...	Trenton, N. J., . . .	Manunka Chunk, N. J., and branch.	79.16	. . . . .
Enterprise railroad.*	Coalport, N. J., . . .	East Trenton, N. J. . .	1.26	. . . . .
Martin's Creek Railroad of N. J.,* .	Middle Del. River, . .	Near Martin's Creek, N. J.	.14	. . . . .
Martin's Creek Railway of Penna.,*	Middle Del. River. . .	Junction, Bangor and Portland railway, Pa.	.15	.15
Columbus, Kinkora & Springfield R.R.	Kinkora, N. J., . . .	New Lisbon, N. J., .	14.16	. . . . .
Phila. & Long Branch railroad. . . .	Birmingham, N. J., .	Bay Head Jc., N. J., and branch.	49.11	. . . . .
New York Bay railroad, ...	Near Waverly, N. J.,	Hamburg Place, N. J., and branches.	7.23	. . . . .
Freehold & Jamesburg Agr'l railroad.	Jamesburg, N. J., . .	Sea Girt, N. J., . . .	27.54	. . . . .
Long Beach railroad, ...	Manahawken, N. J., .	Beach Haven, N. J., and branch.	20.50	. . . . .
Total.	. . . . .	. . . . .	1,992.91	1,546.48
Total mileage operated, . . .	. . . . .	. . . . .	2,483.14	2,036.71

*Operations included with Belvidere Delaware Railroad Company.

CAPITAL STOCK.

DESCRIPTION.	Par value of shares.	Total amount authorized by law.	Amount outstanding.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1891.		Manner of payment for capital stock.	Number of shares.	Total cash realized.
				Rate.	Amount.			
Capital stock, common.	$50 00	$151,700,000 00	$123,584,750 00	November, 1890, 2½ per cent. on $113,488,600.00, ...	$2,837,215 00	Issued for cash, common,	2,471,695	$123,584,750 00
				May, 1891, 3 per cent. on $123,082,050.00, ...	3,692,461 50			
Total, ...	. . . . .	. . . . .	. . . . .	. . . . .	$6,529,676 50			

FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.			
	Date of issue.	When due.				Rate.	When payable.	Amount accrued during year.	Amount paid during year.
General mortgage bonds,			$35,000,000 00						
Sterling coupon.	1870,	1910.		$13,490,760 00	$13,488,820 00	6 per ct.	January and July.	$809,329 20	$809,009 20
Dollar coupon,	1870,	1910.		2,000,000 00	2,000,000 00	6 do.	January and July.	120,000 00	120,000 00
Dollar registered,	1870,	1910.		4,509,000 00	4,509,000 00	6 do	April and October,	270,540 00	270,030 00
				$19,999,760 00	$19,997,820 00			$1,199,869 20	$1,199,039 20
Consolidated mortgage bonds,			100,000,000.00						
Sterling coupon,	1873,	1905,		$24,250,000 00	$22,762,020 00	6 per ct.	January and July,	$1,365,808 50	$1,363,043 90
Dollar coupon.	1873,	1905,		3,000,000 00	2,757,000 00	6 do.	June and December.	165,420 00	164,220 00
Dollar registered,	1873.	1905.		2,000,000 00	1,961,000 00	6 do.	Mch., June, Sept., Dec,	117,660 00	117,435 00
Dollar registered.	1879,	1919,		3,500,000 00	3,498,000 00	5 do.	Sept. and December,	174,900 00	174,412 50
Dollar coupon.	1879,	1919,		1,500,000 00	1,500,000 00	5 do.	March and September,	75,000 00	74,875 00
				$34,250,000 00	$32,478,020 00			$1,898,788 50	$1,893,986 40
Navy Yard mortgage registered bonds.	1876,	1901,	1,000,000 00	$1,000,000 00	$1,000,000 00	5 per ct.	January and July,	$50,000 00	$50,000 00
Lien of State of Pennsylvania.	1857.	1890,	7,500,000 00	7,500,000 00		5 do.	January and July,	15,503 78	15,503 78
P., W. and B. R. R. stock trust certificates,	1881.	1921,	10,000,000 00	10,000,000 00	7,915,000 00	4 do.	January and July,	321,720 00	321,720 00
Collateral trust loan,	1883.	1913,	10,000,000 00	10,000,000 00	9,900,000 00	4½ do.	June and December,	445,500 00	445,500 00
Equipment trust bonds,	1889,	1914.	3,000,000 00	3,000,000 00	2,862,000 00	4 do.	March and September.	*24,455 00	*24,455 00
Real estate mortgages and ground rents,	Various,	Various,	Not applicable,	3,084,286 39	3,084,286 39	4 to 6 per ct	Various.	111,016 15	111,016 15
Total,				$88,834,046 39	$77,237,126 39			$4,066,852 63	$4,061,220 53

* The actual amount of interest accrued and paid on the equipment trust bonds was $118,640.00; but only $24,455.00 of the amount is chargeable to the Pennsylvania Railroad Company. Income account for this year, as shown below:

Total amount accrued and paid.		$118,640 00
Deduct proportion of interest accrued, paid by the Pennsylvania Company on account of assignment to that company of a portion of the cars covered by the bonds,	$61,985 00	
Deduct amount received in September, 1890, from the Pennsylvania Company to reimburse this company for the Pennsylvania Company's share of the first semi-annual interest payment made in February, 1890, for a period covered by the previous report to the Secretary of Internal Affairs, the whole amount of the payment being charged to Pennsylvania Railroad Company's income account in that report,	32,200 00	94,185 00
		$24,455 00

FUNDED DEBT—*Continued.*

A. GENERAL STATEMENT—CAR TRUST OBLIGATIONS.

SERIES OF OTHER DESIGNATION.	Date of Issue.	Term.	Number of payments.	EQUIPMENT COVERED.						Explanatory remarks.
				Box.	Stock.	Refrig-erator.	Gondola.	Flat.	Total.	
The Pennsylvania Car Trust, Series A, . . .	July 1, 1881,	10 years,	Ten, . . .	500	500	. . . . .	670	. . . .	1,670	Series A paid off June 30, 1891.
The Pennsylvania Car Trust Series B, . . .	Jan. 1, 1882	do.	do. . . .	500	500	. . . . .	650	. . . .	1,650	These obligations are issued by the Car Trust Association, and therefore do not appear on the books of the Pennsylvania Railroad Company as part of its funded debt.
The Pennsylvania Car Trust, Series C, . . .	Jan. 1, 1882,	do.	do. . . .	600	. . . .	. . . . .	1,150	. . . .	1,750	
The Pennsylvania Car Trust, Series D, . . .	Oct. 1, 1882,	do.	do. . . .	. . . .	. . . .	. . . . .	2,000	. . . .	2,000	
The Pennsylvania Car Trust, Series E, . . .	May 1, 1883,	do.	do. . . .	862	. . . .	. . . . .	1,100	200	2,162	
The Pennsylvania Car Trust, Series F, . . .	Aug. 1, 1883,	do.	do. . . .	1,322	50	. . . . .	552	. . . .	1,924	
The Pennsylvania Car Trust, Series G, . . .	Sept. 1, 1883,	do.	do. . . .	1,250	350	. . . . .	326	. . . .	1,926	
The Pennsylvania Car Trust, Series H, . . .	June 1, 1884,	do.	do. . . .	. . . .	. . . .	500	1,200	. . . .	1,700	The Pennsylvania Railroad Company leases the cars from the trustees of the Car Trust Associations at a yearly rental which is sufficient to pay one-tenth of the principal, the interest on the outstanding stock, and the expenses of the trust.
The Pennsylvania Car Trust, Series I, ...	Dec. 1, 1884,	do.	do. . . .	. . . .	. . . .	. . . . .	1,152	. . . .	1,152	
The Pennsylvania Equipm'nt Trust, Series A,	Feb. 1, 1887,	do.	do. . . .	266	. . . .	. . . . .	2,100	150	2,516	
The Pennsylvania Equipm'nt Trust, Series B,	Nov. 1, 1886,	do.	do. . . .	1,000	. . . .	. . . . .	1,200	. . . .	2,200	
The Pennsylvania Equipm'nt Trust, Series C,	Feb. 1, 1887,	do.	do. . . .	. . . .	. . . .	. . . . .	2,256	. . . .	2,256	
The Pennsylvania Equipm'nt Trust, Series D,	Aug. 1, 1887,	do.	do. . . .	1,250	. . . .	. . . . .	376	250	1,876	
The Pennsylvania Equipm'nt Trust, Series E,	May 1, 1887,	do.	do. . . .	. . . .	. . . .	. . . . .	1,986	. . . .	1,986	
The Pennsylvania Equipm'nt Trust, Series F,	Feb. 1, 1888,	do.	do. . . .	350	. . . .	50	1,585	. . . .	1,985	
The Pennsylvania Equipm'nt Trust, Series G,	May 1, 1888,	do.	do. . . .	100	. . . .	. . . . .	1,915	. . . .	2,015	
The Pennsylvania Equipm'nt Trust Series H,	Feb. 1, 1889,	do.	do. . . .	1,050	. . . .	. . . . .	525	. . . .	1,575	
The Pennsylvania Equipm'nt Trust, Series I,	Aug. 1, 1889,	do.	do. . . .	640	. . . .	. . . . .	660	. . . .	1,300	

FUNDED DEBT—*Continued.*

B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery or equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.				
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate.
The Pennsylvania Car Trust, Series A.	$1,000,000 00	$1,000,000 00	. . . . .	$275,000 00	. . . . .	$5,000 00	$5,000 00	5 per et.
The Pennsylvania Car Trust, Series B, ...	1,000,000 00	1,000,000 00	$100,000 00	275,000 00	$2,500 00	7,500 00	7,500 00	5 do.
The Pennsylvania Car Trust, Series C.	1,000,000 00	1,000,000 00	100,000 00	275,000 00	2,500 00	7,500 00	7,500 00	5 do.
The Pennsylvania Car Trust, Series D, ...	1,000,000 00	1,000,000 00	200,000 00	275,000 00	7,500 00	11,250 00	11,250 00	5 do.
The Pennsylvania Car Trust, Series E, ...	1,000,000 00	1,000,000 00	200,000 00	275,000 00	15,000 00	15,000 00	15,000 00	5 do.
The Pennsylvania Car Trust, Series F, ...	1,000,000 00	1,000,000 00	300,000 00	275,000 00	18,750 00	16,250 00	16,250 00	5 do.
The Pennsylvania Car Trust, Series G.	1,000,000 00	1,000,000 00	300,000 00	275,000 00	18,750 00	16,250 00	16,250 00	5 do.
The Pennsylvania Car Trust. Series H, ...	1,000,000 00	1,000,000 00	300,000 00	275,000 00	30,000 00	20,000 00	20,000 00	5 do.
The Pennsylvania Car Trust, Series I.	550,000 00	550,000 00	250,000 00	145,125 00	33,250 00	14,375 00	14,375 00	5 do.
The Pennsylvania Equipment Trust, Series A, ...	1,000,000 00	1,000,000 00	600,000 00	220,000 00	78,000 00	27,000 00	27,000 00	4 do.
The Pennsylvania Equipment Trust, Series B, ...	1,000,000 00	1,000,000 00	600,000 00	220,000 00	72,000 00	26,000 00	26,000 00	4 do.
The Pennsylvania Equipment Trust, Series C.	1,000,000 00	1,000,000 00	600,000 00	220,000 00	78,000 00	27,000 00	27,000 00	4 do.
The Pennsylvania Equipment Trust, Series D, ...	1,000,000 00	1,000,000 00	700,000 00	220,000 00	91,000 00	29,000 00	29,000 00	4 do.
The Pennsylvania Equipment Trust, Series E, ...	1,000,000 00	1,000,000 00	600,000 00	220,000 00	84,000 00	28,000 00	28,000 00	4 do.
The Pennsylvania Equipment Trust, Series F.	1,000,000 00	1,000,000 00	700,000 00	220,000 00	105,000 00	31,000 00	31,000 00	4 do.
The Pennsylvania Equipment Trust, Series G, ...	1,000,000 00	1,000,000 00	700,000 00	220,000 00	112,000 00	32,000 00	32,000 00	4 do.
The Pennsylvania Equipment Trust, Series H.	1,000,000 00	1,000,000 00	800,000 00	200,000 00	136,000 00	35,000 00	35,000 00	4 do.
The Peunsylvania Equipment Trust, Series I, ...	705,000 00	705,000 00	605,000 00	183,120 00	148,390 00	18,560 00	18,560 00	4 do.
Total, ...	$17,255,000 00	$17,255 000 00	$7,655,000 00	$4,288,245 00	$1,032,640 00	$366,685 00	$366,685 00	. . . . .

RECAPITULATION OF FUNDED DEBT.

ACCOUNT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Common, income and collateral trust bonds, etc.,	$88,834,046 39	$77,237,126 39	$4,066,852 63	$4,061,220 53
Car trust obligations (not on company's books),	17,255,000 00	7,655 000 00	483,129 17	483,129 17
Total,	$88,834,046 39	$77,237,126 39	$4,549,981 80	$4,544,349 70

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash,	$4,290.075 43	Loans and bills payable,*	$11,243,809 98
Bills receivable,	1,558,071 09	Audited vouchers and accounts,	5,200,632 21
Due from agents,	3,082,163 05	Wages and salaries,	2,655,198 87
Due from solvent companies and individuals,	18,993,339 00	Net traffic balances due to other companies,	577,580 95
Other cash assets excluding material and supplies on hand), as follows:		Dividends not called for,†	3,217,281 25
		Matured interest coupons unpaid,	99,647 36
Cash on deposit in London for payment of interest, etc.,	1,226,683 67	Miscellaneous,	1,322,249 14
Temporary loans other than bills receivable.	2,374.578 05	Balance, cash assets,	7,208.510 53
Total,	$31,524,910 29	Total,	$31,524,910 29

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount.
Capital stock.	$123,584.750 00	490.23	$252,095 45
Bonds,	77,237,126 39	490.23	157,552 83
Car trust obligations.	7,655,000 00	490.23	15,615 12
Total,	$208,476,876 39	490.23	$425,263 40

NOTE.—In any use made of the amount of stock, bonds, etc., per mile of road shown in Statement A, it should be borne in mind that as this company has over one hundred and thirteen millions of dollars invested in the stocks and bonds of other companies, and that the equipment owned by it is used on all its leased and operated lines, no averages obtained by dividing the length of the road owned by this company into its capital stock and funded debt can be of any use in comparison with similar data furnished by another road owning no securities, and only having sufficient equipment for its own lines.

* The amount shown above as loans and bills payable ($11,243,809.98) does not represent money borrowed by the company as indicated by the item, but represents balances due to the various railroads, other corporations, etc., controlled by the Pennsylvania Railroad Company, which under its method of transacting business are required to be deposited with the treasurer of that company.

† The amount shown as dividends not called for ($3,217,281.25), is unusually large for the reason that the dividend declared in May, 1891, was a scrip dividend convertible into the stock of the company, or payable in cash at any time prior to August 1, 1891, and the large amount outstanding is due to the fact that on June 30, very little of it had been converted or cashed.

RECAPITULATION—*Continued.*

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Pennsylvania railroad,		490.23 miles.
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad,		53.74 do.
West Chester railroad,		5 do.
Pennsylvania Schuylkill Valley railroad,		120.19 do.
Downingtown and Lancaster railroad,		37.98 do.
Pomeroy and Newark railroad,		26.70 do.
Columbia and Port Deposit railroad,		43.53 do.
Hanover and York railroad,		18.35 do.
Littlestown railroad,		9.30 do.
Frederick and Pennsylvania Line railroad,		28 do.
Mifflin and Centre County railroad,		12.43 do.
Sunbury and Lewistown railway,		43.45 do.
Bedford and Bridgeport railway,		49.17 do.
Lewisburg and Tyrone railroad,		85.08 do.
Bald Eagle Valley railroad,		90.68 do.
Tyrone and Clearfield railway,		116.51 do.
Tipton railroad,		4.44 do.
Cambria and Clearfield railroad,		29.18 do.
Ebensburg and Cresson railroad,		11 do.
Western Pennsylvania railroad,		116 do.
South West Pennsylvania,		107.79 do.
Pittsburgh, Virginia and Charleston railway,		72.52 do.
Sunbury, Hazleton and Wilkes-Barre railway,		43.44 do.
North and West Branch railway,		47.82 do.
Nescopec railroad,		11.96 do.
Susquehanna and Clearfield railroad,		24.89 do.
Ridgway and Clearfield railroad,		27.23 do.
Johnsonburg railroad,		19.69 do.
Philadelphia and Erie railroad,		287.56 do.
United New Jersey Railroad and Canal Company,		145.72 do.
Trenton Delaware Bridge,		.19 do.
Philadelphia and Trenton railroad,		26.50 do.
Connecting railway,		6.75 do.
Kensington and Tacony railroad,		2.28 do.
River Front railroad,		3.86 do.
Perth Amboy and Woodbridge railroad,		6.40 do.
Millstone and New Brunswick railroad,		6.64 do.
Rocky Hill railroad,		2.38 do.
Belvidere Delaware railroad,		79.16 do.
Enterprise railroad,	Operations included with Belvidere Delaware railroad.	1.26 do.
Martin's Creek Railroad of New Jersey,		.14 do.
Martin's Creek Railway of Pennsylvania,		.15 do.
Bustleton railroad,		4.16 do.
Philadelphia, Germantown and Chestnut Hill railroad,		6.75 do.
Freehold and Jamesburg Agricultural railroad,		27.54 do.
Columbus, Kinkora and Springfield railroad,		14.16 do.
Philadelphia and Long Branch railroad,		49.11 do.
Long Beach railroad,		20.50 do.
Camden and Burlington County railroad,		29.61 do.
Vincentown Branch railroad,		2.84 do.
Mt. Holly, Lumberton and Medford railroad,		5.95 do.
New York Bay railroad,		7.23 do.
Total,		2,483.14 miles.

COST OF ROAD AND EQUIPMENT.

ITEM.	Total cost to June 30, 1890.	Net additions during year.	Total cost to June 30, 1891.	Cost per mile.
Construction :				
Other real estate,	$15,358,590 37	$365,187 39	$15,723,777 76	$32,074 29
Shop machinery and tools,	1,446,616 54	281,602 49	1,728,219 03	3,525 32
Telegraph line,	45,264 28	. . . . .	45,264 28	92 33
Purchase of constructed road,	5,375,733 43	. . . . .	5,375,733 43	10,965 74
Cost of construction,	37,913,282 88	2,617,975 53	40,551,258 41	82,678 05
Total construction,	$60,139,487 50	$3,264,765 41	$63,404,252 91	$129,335 73
Equipment :				
Locomotives,	$11,491,662 38	$452,586 49	$11,944,248 87	$24,364 58
Passenger cars, Sleeping, parlor and dining cars, Baggage, express and postal cars, Combination cars,	4,928,152 78	226,266 71	5,154,419 49	10,514 29
Freight cars,	10,625,293 30	1,259,918 23	11,885,211 53	24,244 15
Other cars of all classes,	177,581 66	1,960 86	179,542 52	366 24
Floating equipment,	1,373,110 24	62,531 21	1,435,641 45	2,928 51
Total equipment,	$28,595,800 36	$2,003,263 50	$30,599,063 86	$62,417 77
Grand total cost, construction and equipment,	$88,735,287 86	$5,268,028 91	$94,003,316 77	$191,753 50
Give cost of construction of that portion of road located in Pennsylvania,	. . . . .	. . . . .	$63,404,252 91	. . . . .
Give cost of equipment of that portion of road located in Pennsylvania: Unable to tell. Equipment used indiscriminately in different states.				

NOTE.—While we give the "cost per mile," the figures are of no value, as the cost of considerable incompleted line is included in the total cost, which is divided by the length of completed line to obtain the average.

The "cost of equipment" is the cost of the equipment used on all Pennsylvania railroad lines; dividing it by the length of road owned by the Pennsylvania railroad shows a result that can be of no use; dividing the cost of floating equipment by the length of railroad owned also produces a result that can be of no use.

INCOME ACCOUNT.

Gross earnings from operation,		$65,239,723 38	
Less operating expenses,		44,076,169 83	
Income from operation,		. . . . .	$21,163,553 55
Interest on bonds owned,		$1,846,933 39	
Dividends on stocks owned,		2,640,200 82	
Rentals of tracks, yards and terminals: Included in earnings.			
Net miscellaneous income,		1,449,972 48	
Income from other sources,		. . . . .	5,937,106 69
Total income,		. . . . .	$27,100,660 24
Deductions from income :			
Interest on funded debt accrued,		$4,549,981 80	
Interest on interest-bearing current liabilities accrued, not otherwise provided for,		205,613 99	
Rentals of leased roads,		10,442,137 09	
Pennsylvania state tax on capital stock,		364,298 41	
Other deductions :			
Extraordinary expenses in straightening and revising lines and grades, and for other purposes,	$1,632,024 65		
Pennsylvania railroad consolidated mortgage sinking fund,	324,800 00		
Fund for the purchase of securities,	93,498 12		
Allegheny Valley railroad account, guaranteeded principal and interest of bonds,	119,005 02		
Sundry items—commissions, donations, etc.,	21,809 85		
		2,191,137 64	
Total deductions from income,		. . . . .	17,753,168 93
Net income,		. . . . .	$9,347,491 31
Dividends, 5½ per cent., common stock,		$6,529,676 50	
Total,		. . . . .	6,529,676 50
Surplus from operations of year ending June 30, 1891,		. . . . .	$2,817,814 81
Surplus on June 30, 1890,		. . . . .	21,487,926 29
			$24,305,741 10
Less sundry charges to profit and loss account,		. . . . .	713,802 99
Surplus on June 30, 1891,		. . . . .	$23,591,938 11

EARNINGS FROM OPERATION.

Total passenger revenue,	$17,018,431 64
Mail,	1,057,790 48
Express,	1,222,504 53
Total passenger earnings,	19,298,726 65
Total freight earnings,	$45,085,146 77
Total passenger and freight earnings,	$64,383,873 42
Other sources,	855,849 96
Total gross earnings from operation,	$65,239,723 38

BONDS OWNED.

NAME.	Total amount held.	Rate—per ct.	Income or interest received.
Allegheny Valley Railroad Company funded debt mortgage,	$5,510,000 00	7	. . . . .
American Bottom Marble Lime and Coal Company,	200,000 00	7	$14,000 00
American Steamship Company,	1,000 00	6	270 00
Baltimore and Potomac railroad consolidated mortgage, gold, reg.,	3,000,000 00	5	225,000 00
Bedford and Bridgeport Railway Company debenture certificates of indebtedness.	1,700,000 00	5	. . . . .
Belvidere Delaware Railroad Company consolidated mortgage,	702,000 00	7	61,040 00
Burlington County Railroad Company (Vincentown Branch) first mortgage.	15,000 00	6	. . . . .
Cambria and Clearfield Railroad Company first mortgage,	71,000 00	5	2,224 46
Central Stock Yard and Transit Company,	300,000 00	7	21,000 00
Chicago, St. Louis and Pittsburgh Railroad Company consolidated mortgage,	5,782,000 00	5	144,550 00
Chicago, St. Louis and Pittsburgh Railroad Company first consolidated mortgage sinking fund.	162,000 00	5	9,050 00
Cincinnati and Muskingum Valley Railroad Company,	754,000 00	7	. . . . .
Cincinnati, Richmond and Chicago Railroad Company second mort.,	65,000 00	7	. . . . .
Clearfield and Jefferson Railroad Company first mortgage,	31,000 00	6	1,980 00
Cleveland and Pittsburgh Railroad Company construction and equipment betterment.	270,000 00	7	. . . . .
Columbia and Port Deposit Railway Company.	1,800,000 00	4	36,000 00
Cresson Springs Company first mortgage,	100,000 00	6	. . . . .
Downingtown and Lancaster Railroad Company,	209,100 00	4	. . . . .
Frederick and Pennsylvania Line Railroad Company first mortgage,	252,500 00	6	. . . . .
Gettysburg and Harrisburg Railroad Company first mortgage,	19,000 00	6	1,065 00
Girard Point Storage Company first mortgage.	908,000 00	3½	23,835 00
Grand Rapids and Indiana Railroad Company second mortgage,	2,700,000 00	6	162,000 00
Indianapolis and St. Louis Railroad Company 30 year 6 per cent..	500,000 00	6	30,000 00
International Navigation Company,	340,000 00	6	20,400 00
Iron Car Equipment Company second mortgage.	10,800 00	5	. . . . .
Jefferson, Madison and Indianapolis railroad first mortgage.	307,000 00	7	21,612 82
Jersey City and Bergen Railroad Company first mortgage.	239,000 00	7	16,730 00
Johnsonburg Railroad Company first mortgage.	150,000 00	6	9,000 00
Mifflin and Centre County Railroad Company first mortgage,	200,000 00	6	. . . . .
Nescopec Railroad Company debenture.	200,000 00	5	. . . . .
Northern Central Railway Company consolidated mortgage,	27,000 00	6	1,620 00
North and West Branch Railway Company first mortgage,	1,400,000 00	6	84,000 00
Pennsylvania Canal Company general mortgage,	384,000 00	6	. . . . .
Pennsylvania Company,	2,500,000 00	4½	112,500 00
Pennsylvania Company secured loan.	15,000 00	6	825 00
Pennsylvania Schuylkill Valley Railroad Company first mortgage,	6,800,000 00	5	340,000 00
Philadelphia and Baltimore Central Railroad Company first mortgage, gold,	775,000 00	4⅓	108 76
Philadelphia and Delaware County Railroad Company certificate of indebtedness,	250,000 00	5	. . . . .
Philadelphia and Erie Railroad Company general mortgage,	180,000 00	4	4,000 00
Philadelphia and Erie Railroad Company general mortgage,	263,000 00	5	13,150 00
Philadelphia and Erie Railroad Company 6 per cent.. gold,	3,680,000 00	6	220,800 00
Philadelphia and Long Branch Railroad Company first mortgage.	750,000 00	5	. . . . .
Philadelphia, Wilmington and Baltimore Railroad Company registered debenture gold.	429,000 00	4	. . . . .
Piedmont and Cumberland Railway Company first mortgage.	100,000 00	5	5,000 00
Pittsburgh, Cincinnati and St. Louis Railway Company consolidated mortgage,	326,000 00	7	22,820 00
Pittsburgh, Virginia and Charleston Railway Company first mort.,	3,000,000 00	5	150,000 00
Pittsburgh, Wheeling and Kentucky Railway Company first mort.,	89,000 00	7	6,323 33
Pittsburgh, Youngstown and Ashtabula Railroad Company first consolidated mortgage,	563,000 00	5	30,064 02
Ridgway and Clearfield Railroad Company first mortgage,	491,000 00	5	24,550 00
Shamokin Valley and Pottsville Railroad Company first mortgage.	605,000 00	7	42,350 00
South West Pennsylvania Railway Company first mortgage,	600,000 00	7	42,000 00
Steubenville and Indiana Railroad Company first mortgage,	51,000 00	5	2,550 00

BONDS OWNED—*Continued.*

NAME.	Total amount held.	Rate—per ct.	Income or interest received.
St. Louis, Vandalia and Terre Haute Railroad Company second mortgage,	$225,000 00	7	$15,750 00
Summit Branch Railroad Company first mortgage,	480,000 00	7	33,600 00
Sunbury, Hazleton and Wilkes-Barre Railway Company first mortgage, series B,	179,000 00	6	10,920 00
Sunbury, Hazleton and Wilkes-Barre Railway Company second mortgage,	488,600 00	6	29,316 00
Susquehanna and Clearfield Railroad Company first mortgage,	285,000 00	5	. . . . .
Tyrone and Clearfield Railway Company first mortgage,	1,000,000 00	5	50,000 00
Washington Southern Railway Company first mortgage,	1,000,000 00	5	. . . . .
Western Pennsylvania Exposition Society first mortgage,	27,000 00	6	1,620 00
Western Pennsylvania Railroad Company, Pittsburgh branch,	400 00	6	24 00
Western Pennsylvania Railroad Company first mortgage,	2,500 00	6	2,090 00
Western Pennsylvania Railroad Company first mortgage registered coupon,	43,000 00	4	860 00
Income from bonds sold during year:			
Bell's Gap railroad first mortgage, 7 per cent., $910 00			
Flemington Railroad and Transportation Company, 6,660 00			
Junction railroad second mortgage, 120 00			
May's Landing and Egg Harbor City, 1,330 00			
Pennsylvania Steel Company, 900 00			
Shenandoah Valley receiver's certificate, 415 00			
	. . . . .	. . .	10,335 00
			$2,056,933 39
Deduct for transfer made in adjusting accounts December 31, 1890,	. . . . .	. . .	210,000 00
Total,	$53,486,900 00	. . .	$1,846,933 39

STOCKS OWNED.

NAME.	Total par value.	Rate—per ct.	Income or dividend received.
Allegheny Valley Railroad Company,	$1,251,050 00	. . . . .	. . . . .
Altoona Mechanics' Library and Reading-room Association,	3,715 00	. . . . .	. . . . .
Bald Eagle Valley Railroad Company,	706,250 00	10	$70,625 00
Baltimore and Potomac Railroad Company,	4,081,100 00	. . . . .	. . . . .
Bedford and Bridgeport Railroad Company,	600,000 00	. . . . .	. . . . .
Belvidere Delaware Railroad Company,	141,350 00	6	8,481 00
Bustleton Railroad Company,	100,000 00	. . . . .	. . . . .
Cambria and Clearfield Railroad Company,	600,000 00	. . . . .	. . . . .
Camden and Atlantic Railroad Company common,	234,100 00	. . . . .	. . . . .
Camden and Atlantic Railroad Company preferred,	451,950 00	. . . . .	. . . . .
Camden and Philadelphia Steamboat Ferry Company,	215,800 00	10	21,580 00
Chartiers Railway Company,	333,850 00	6½	21,700 25
Cleveland, Mt. Vernon and Delaware Railroad Company common,	1,100,000 00	. . . . .	. . . . .
Columbus and Xenia Railroad Company,	500 00	. . . . .	42 00
Columbia and Port Deposit Railway Company,	600,000 00	. . . . .	. . . . .
Connecting Railway Company,	1,277,700 00	6	76,662 00
Cresson Springs Company common,	182,150 00	. . . . .	. . . . .
Cresson Springs Company preferred,	50,000 00	. . . . .	. . . . .
Cumberland Valley Railroad Company common,	975,800 00	(	
Cumberland Valley Railroad Company preferred,	237,200 00	(8	97,040 00
Cumberland Valley and Martinsburg Railway Company,	200,000 00	. . . . .	. . . . .
Delaware and Schuylkill Market Company,	250,000 00	. . . . .	10,772 35
Downingtown and Lancaster Railroad Company,	405,650 00	. . . . .	. . . . .
Frederick and Pennsylvania Line Railroad Company preferred,	461,000 00	. . . . .	. . . . .
Freehold and Jamesburg Agricultural Railroad Company,	37,800 00	. . . . .	. . . . .
Girard Point Storage Company,	1,064,200 00	. . . . .	. . . . .
Harrisburg and Bedford Railroad Company instalment,	20,000 00	. . . . .	. . . . .
Hanover and York Railroad Company,	223,950 00	. . . . .	. . . . .
Homer and Susquehanna Railroad Company instalment,	10,500 00	. . . . .	. . . . .
International Navigation Company,	725,000 00	. . . . .	. . . . .
Jersey City and Bergen Railroad Company,	381,000 00	) cash.	27,030 00
		) stock.	49,100 00
Johnsonburg Railroad Company,	75,000 00	. . . . .	. . . . .
Junction Railroad Company,	76,650 00	4	30,660 00
Kensington and Tacony Railroad Company,	200,000 00	. . . . .	. . . . .
Lebanon and Reading Railroad Company instalment,	30,000 00	. . . . .	. . . . .
Lewisburg and Tyrone Railroad Company,	1,110,450 00	. . . . .	. . . . .

STOCKS OWNED—*Continued.*

NAME.	Total par value.	Rate—per ct.	Income or dividend received.
Little Miami Railroad Company,	$500 00	. . . . .	$5.340 00
Littlestown Railroad Company,	1,050 00	. . . . .	. . . . .
Long Beach Railroad Company,	252,750 00	. . . . .	. . . . .
Louisville Bridge Company,	901,300 00	8	72,104 00
Manor Real Estate and Trust Company,	1,058,150 00	. . . . .	. . . . .
Mifflin and Centre County Railroad Company,	137,100 00	. . . . .	. . . . .
Milford and Bay Shore Railroad Company instalment,	1,012 50	. . . . .	. . . . .
Mineral Railroad and Mining Company instalment,	100,002 00	. . . . .	. . . . .
McKeesport Railroad Company instalment,	20,000 00	. . . . .	. . . . .
McKeesport and Bessemer Railroad Company,	22,000 00	. . . . .	. . . . .
Nescopec Railroad Company,	259,000 00	. . . . .	. . . . .
Newark Plank Road Company,	63,375 00	10	6,337 50
New Jersey Warehouse and Guaranty Company,	25,000 00	. . . . .	. . . . .
Northern Central Railway Company,	3,488,956 00	7	244,226 50
North Western Ohio Railway Company,	1,600,000 00	. . . . .	. . . . .
North and West Branch Railway Company,	925,000 00	6	55,500 00
New York Bay Railroad Company,	400,000 00	. . . . .	. . . . .
Pennsylvania Canal Company,	3,517,150 00	. . . . .	. . . . .
Pennsylvania Car Trust,	176,000 00	. . . . .	9,769 44
Pennsylvania Company common,	20,000,000 00	. . . . .	. . . . .
Pennsylvania Equipment Trust,	546,000 00	. . . . .	42,110 00
Pennsylvania Schuylkill Valley Railroad,	6,930,500 00	. . . . .	. . . . .
Pennsylvania Steel Company,	410,200 00	cash, stock,	20,053 58 15,818 00
Pennsylvania and North Western Railroad Company.	28,250 00	5	1,412 50
Perth Amboy and Woodbridge Railroad Company,	166,550 00	. . . . .	9,841 20
Philadelphia and Erie Railroad Company common.	3,501,800 00	. . . . .	. . . . .
Philadelphia and Erie Railroad Company preferred.	2,400,000 00	7	168,000 00
Philadelphia and Delaware County Railroad Company,	250,000 00	. . . .	. . . . .
Philadelphia and Long Branch Railroad Company,	765,000 00	. . . . .	. . . . .
Philadelphia and Trenton Railroad Company,	500 00	10	50 00
Philadelphia General Exchange instalment,	100 00	. . . . .	. . . . .
Philadelphia, Germantown and Chestnut Hill Railroad Co..	999,750 00	. . . . .	. . . . .
Philadelphia, Wilmington and Baltimore Railroad Company,	10,890,950 00	6	653,457 00
Piedmont and Cumberland Railway Company,	200,000 00	. . . . .	. . . . .
Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company preferred and $50 scrip,	3,100,450 00	10	31,004 00
Pittsburgh, Ft. Wayne and Chicago Railway Company guaranteed special,	1,510,512 54	7	105,731 50
Pittsburgh, Virginia and Charleston Railway Company and $50 scrip,	1,630,400 00	. . . . .	*92,286 00
Pomeroy and Newark Railroad Company,	500,000 00	. . . . .	. . . . .
Port Richmond and Bergen Point Ferry Company.	40,000 00	. . . . .	. . . . .
Ridgway and Clearfield Railroad Company,	491,000 00	6	29,460 00
River Front Railroad Company.	216,000 00	5	10,800 00
South West Pennsylvania Railway Company,	1,057,250 00	10	105,725 00
St. Louis, Vandalia and Terre Haute Railway Company first preferred,	837,000 00	. . . . .	. . . . .
Summit Branch Railroad Company,	2,190,200 00	. . . . .	. . . . .
Sunbury, Hazleton and Wilkes-Barre Railway Company,	1,000,000 00	6	60,000 00
Susquehanna and Clearfield Railroad Company,	286,000 00	. . . . .	. . . . .
Susquehanna Coal Company,	2,136,800 00	10	213 680 00
South Fork Railroad Company instalment,	2,800 00	. . . . .	. . . . .
Tipton Railroad Company,	43,250 00	. . . . .	. . . . .
Trenton Cut-off Railroad Company instalment,	10,000 00	. . . . .	. . . . .
Turtle Creek Valley Railroad Company instalment,	100,000 00	. . . . .	. . . . .
Tyrone and Clearfield Railway Company,	1,000,000 00	5	50,000 00
United New Jersey Railroad and Canal Company,	1,350,000 00	10	135,000 00
Wasbington Southern Railway Company,	999,900 00	. . . . .	. . . . .
West Chester Railroad Company,	165,000 00	5	8,250 00
West Jersey Ferry Company,	143,250 00	8	11,460 00
West Jersey Railroad Company,	264,000 00	cash, scrip,	8,060 50 8,060 50
Western Pennsylvania Railroad Company.	1,753,350 00	6	105,201 00
West Penn and Shenango Connecting Railway Company,	83,000 00	. . . . .	. . . . .
			$2,629,430 82
Deduct for transfer made in adjusting accounts Dec. 31, 1890.	. . . . .	. . . . .	52,230 00
Total.	$99,361,817 04	. . . . .	$2,640.200 82

* In scrip converted into stock.

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks,	Over Susquehanna river, Rockville, Pa.	Northern Central railway,	$6,000 00	
	Between Octoraro Junction and Port Deposit, Md.	Philadelphia and Baltimore Central railroad.	4,000 00	
	Between Pine Creek and Willow Grove, Pa.	Pittsburgh and Western railroad.	10,000 00	
	Union station, Pittsburgh.	Pittsburgh, Ft. Wayne and Chicago railway.	1,875 00	
	Union station, Pittsburgh.	Pittsburgh, Cincinnati and St. Louis railway.	2,500 00	
	Camden, N. J.,	West Jersey Railroad Co.,	2,500 00	
	Montgomery,	Philadelphia and Reading Railroad Company.	211 14	
	Watsontown,	Watsontown and Western Railroad Company.	93 51	
	Williamsport,	Northern Central Railway Company.	9,056 75	
	Emporium,	Western New York and Pennsylvania R. R. Co.	120 00	
	Warren.	Western New York and Pennsylvania R. R. Co.	300 00	
Total,				$36,656 40
Terminals,	Stalls, engine house, Phila.,	Philadelphia and Baltimore Central railroad.	$720 00	
	Stalls, engine house, Phila.,	Philadelphia, Wilmington and Baltimore railroad.	1,440 00	
	Stalls, engine house, Harrisburg, Pa.	Northern Central railway,	2,400 00	
	Passenger station, Huntingdon, Pa.	Huntingdon and Broad Top Mountain railroad.	360 00	
	Turn table, Allegheny Valley Railroad Junction, Pa.	Allegheny Valley R. R. Co.	300 00	
	Union station, Pittsburgh,	Allegheny Valley R. R. Co.	2,253 48	
	Union station, Pittsburgh,	Pittsburgh, Ft. Wayne and Chicago Railway Co.	3,966 24	
	Union station, Pittsburgh,	Pittsburgh, Cincinnati and St. Louis Railway Co.	3,605 64	
	Union station, Pittsburgh,	Cleveland and Pittsburgh Railroad Company.	1,442 24	
	Station, Harrisburg, Pa.,	Northern Central Railway Company.	2,074 68	
	Station, Harrisburg, Pa.,	Cumberland Valley Railroad Company.	2,074 68	
	Pier at New York,	Lehigh Valley Railroad Co.	22,500 00	
	Pier at New York,	West Shore Railroad Co.,	28,900 00	
	Passenger station, Williamsport, Pa.	Northern Central Railway Company.	774 84	
	Round house, Sunbury, Pa.,	Northern Central Railway Company.	3,120 00	
	Station, Driftwood, Pa.,	Allegheny Valley R. R. Co.	540 00	
	Station, Emporium, Pa.,	Western New York and Pittsburgh R. R. Co.	480 00	
	Station, Carman transfer, Pa.	Buffalo, Rochester and Pittsburgh Railroad Co.	48 00	
	Station, Kane, Pa.,	Pittsburgh and Western Railroad Company.	60 00	
	Station, York, Pa.,	Western Maryland R. R. Co.	246 00	
	Vine street, Philadelphia,	Camden and Amboy Railroad Company.	900 00	
Total,				78,205 80
Grand total rentals received.				$114,862 20
Portion of total rentals received from property in Pennsylvania,				56,962 20

MISCELLANEOUS INCOME.

Delaware and Raritan canal,	$89,986 38
Empire Line,	168,856 46
Received from branch roads for interest on valuation of equipment furnished such roads,	430,124 20
Interest on securities of U. N. J. R. R. & C. Co., and P. & T. R. R. Co.,	236,600 50
Rents of properites of U. N. J. R. R. & C. Co., and P. & T. R. R. Co.,	237,114 65

Interest on loans and general accounts,	$283,672 53
Premium on exchange,	3,617 76
Total,	$1,449,972 48

Amount returned from property from portion of road in Pennsylvania: Impossible to determine.

OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway,	$1,047,802 06	$2,256,829 54	$3,304,631 60
Renewals of rails,	119,413 59	263,990 47	383,404 06
Renewals of ties,	321,040 60	685,247 61	1,006,288 24
Repairs of bridges and culverts,	402,697 71	876,660 33	1,279,358 04
Repairs of fences, road-crossings, signs and cattle guards,	179,558 05	365,431 62	544,989 67
Repairs of buildings,	555,243 53	717,375 96	1,272,619 49
Repairs of docks and wharves,	17,759 87	175,001 03	192,760 90
Repairs to telegraph,	26,166 99	49,749 39	75,916 38
Other expenses,	9,854 67	21,138 41	30,993 08
Taxes,	62,431 91	121,723 97	184,155 88
Total,	$2,741,969 01	$5,533,148 33	$8,275,117 34
Maintenance of equipment:			
Repairs and renewals of locomotives,	$845,512 38	$1,918,858 36	$2,764,370 74
Repairs and renewals of passenger cars,	1,081,783 59	. . . . .	1,081,783 59
Repairs and renewals of freight cars,	. . . . .	3,420,270 72	3,420,270 72
Repairs and renewals of ferry-boats, tugs, floats and barges,	151,972 11	171,818 90	323,791 01
Shop machinery, tools, etc.,	46,749 90	124,349 20	171,099 10
Other expenses,	267,458 40	590,329 55	857,787 95
Taxes,	15,493 28	43,083 75	58,577 03
Total,	$2,408,969 66	$6,268,710 48	$8,677,680 14
Conducting transportation:			
Wages of enginemen, firemen and roundhouse men,	$894,570 11	$2,459,309 81	$3,353,879 92
Fuel for locomotives,	1,075,299 28	2,651,724 70	3,727,023 98
Water-supply for locomotives,	92,438 10	190,464 87	282,902 97
All other supplies for locomotives,	102,790 94	208,810 54	311,601 48
Wages of other trainmen,	1,055,331 35	3,517,332 31	4,572,663 66
All other train supplies,	300,253 97	136,781 56	437,035 53
Wages of switchmen, flagmen and watchmen,	307,941 14	655,866 95	963,808 09
Expense of telegraph, including train dispatchers and operators,	335,280 34	721,300 28	1,056,580 62
Wages of station agents, clerks and laborers,	832,547 26	3,822,385 57	4,654,932 83
Station supplies,	319,032 56	251,944 39	570,976 95
Car mileage, balance,	203,053 78	1,968,314 93	2,171,368 71
Loss and damage,	22,168 34	229,012 57	251,180 91
Injuries to persons,	199,515 07	25,445 84	224,960 91
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies,	185,345 38	469,809 92	655,155 30
Other expenses,	266,594 22	325,736 50	592,330 72
Taxes	113,281 14	242,916 48	356,197 62
Total,	$6,305,442 98	$17,877,157 22	$24,182,600 20
General expenses:			
Salaries of officers,	$105,015 23	$250,522 20	$355,537 43
Salaries of clerks,	297,344 08	634,187 91	931,531 99
General office expenses and supplies,	22,970 56	63,875 35	86,845 91
Agencies, including salaries and rent,	147,219 39	11,816 56	159,035 95
Advertising,	160,491 42	57,272 27	217,763 69
Insurance,	59,174 96	155,474 26	214,649 22
Expense of traffic associations,	13,220 53	43,005 70	56,226 23
Expense of stock-yards and elevators,	. . . . .	39,963 26	39,963 26
Rentals not otherwise provided for,	2,510 53	77,830 66	80,341 19
Legal expenses,	30,500 65	53,621 70	84,122 35
Stationery and printing,	204,968 39	403,054 97	608,023 36
Other general expenses,	20,024 36	55,379 38	75,403 74
Taxes,	2,474 53	6,913 30	9,387 83
Rents for tracks, yards and terminals,	6,372 39	15,567 61	21,940 00
Total,	$1,072,287 02	$1,868,485 13	$2,940,772 15
Recapitulation of expenses:			
Maintenance of way and structures,	$2,741,969 01	$5,533,148 33	$8,275,117 34
Maintenance of equipment,	2,408,969 66	6,268,710 48	8,677,680 14
Conducting transportation,	6,305,442 98	17,877,157 22	24,182,600 20
General expenses,	1,072,287 02	1,868,485 13	2,940,772 15
Grand total,	$12,528,668 67	$31,547,501 16	$44,076,169 83

Percentage of operating expenses to earnings,	67.56

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROADS.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad,	$28,000 00	$82,778 50	$6,138 92	$116,917 42
West Chester railroad,	3,750 00	8,250 00	412 50	12,412 50
Pennsylvania Schuylkill Valley railroad,				539,428 91
Columbia and Port Deposit railway,				172,893 79
Hanover and York railroad,				35,017 65
Littlestown railroad,				2,993 97
Mifflin and Centre County railroad,				28,382 70
Sunbury and Lewistown railway,				229,668 40
Bedford and Bridgeport railroad,				83,210 61
Bedford and Bridgeport railway,				18,801 84
Lewisburg and Tyrone railway,				27,329 40
Bald Eagle Valley railroad,				262,890 64
Tyrone and Clearfield railway,	50,000 00	50,000 00	12,500 00	112,500 00
Cambria and Clearfield railroad,				34,120 69
Tipton railroad,				4,043 26
Ebensburg and Cresson railroad,				4,312 57
West Pennsylvania railroad,				806,363 61
South West Pennsylvania railway,				331,120 78
Pittsburgh, Virginia and Charleston railway,				404,892 85
Sunbury, Hazleton and Wilkes-Barre railway,				259,670 69
North and West Branch railway,				295,550 44
Ridgway and Cleveland railroad,				112,454 29
Johnsonburg railroad,				5,278 09
Nescopec railroad,				1,615 35
Philadelphia and Erie railroad,				1,764,534 49
River Front railroad,	9,720 00	10,800 00	2,480 00	23,000 00
Connecting railroad,	59,460 00	76,698 00	3,834 90	139,992 90
United New Jersey Railroad and Canal Company,	1,036,557 20	2,124,040 00	779,633 85	3,940,231 05
Philadelphia and Trenton railroad,		49,410 00	4,765 50	54,175 00
Perth Amboy and Woodbridge railroad,				68,619 10
Rocky Hill railroad,		1,122 00	100 00	1,222 00
Belvidere Delaware railroad,				330,129 26
Philadelphia, Germantown and Chestnut Hill railroad,				92,386 32
Freehold and Jamesburg Agricultural railroad,				41,442 02
Camden and Burlington County railroad,	21,000 00	22,915 50	500 00	44,415 50
Vincentown Branch railroad,		900 00		900 00
Mt. Holly, Lumberton and Medford railroad,	5,250 00	5,739 00	200 00	11,189 00
Kensington and Tacony railroad,				30 00
Trenton Delaware Bridge Company,	24,500 00		3,500 00	28,000 00
Total rentals—A,				$10,442,137 09

B. RENTS PAID FOR LEASE OR OTHER PROPERTY.

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks,	Washington ave., Phila.,	Philadelphia, Wilmington and Baltimore R. R. Co.	$4,800 00	
	Cumberland, Md.,	West Virginia Central and Pittsburgh R. R. Co.	250 00	
	Pittsburgh,	Pittsburgh, Cincinnati and St. Louis Railway Co.	3,600 00	
	Port Deposit to Perryville,	Philadelphia, Wilmington and Baltimore R. R. Co.	13,000 00	
	Falls Creek,	Allegheny Valley R.R.Co.,	60 00	
	York,	Northern Central Railway Company.	250 00	
Total.				$21,960 00
Terminals,	Philadelphia,	Philadelphia, Wilmington and Baltimore R. R. Co.	$10.000 00	
	West Chester,	Philadelphia, Wilmington and Baltimore R. R. Co.	459 00	
	Cumberland,	West Virginia Central and Pittsburgh railroad.	1,000 00	
	New York,	West Shore railroad,	3,000 00	
	Round house, Williamsport.	Northern Central Railway Company.	437 52	
	Station, Clermont,	Western New York and Pittsburgh railroad.	55 00	
	Round house, Clermont.	Western New York and Pittsburgh railroad.	55 00	
	Station, Falls Creek,	Allegheny Valley railroad,	120 00	
	Station, Corry,	New York, Lake Erie and Western railroad.	300 00	
	Station, Erie,	Lake Shore and Michigan Southern railroad.	2,000 00	
	Supt. office at York,	Northern Central railway,	120 00	
	Station at Harrisburg,	Baltimore and Ohio Railroad Company.	120 00	
Total.				17,666 52
Total rentals—B,				$39,626 52
Grand total rentals paid—A and B.				$10,481,763 61

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$63,404,252 91	Capital stock,	$123,584,750 00
Cost of equipment,	30,599,063 86	Funded debt,	77,237,126 39
Bonds of other companies owned.	39,934,149 32	Current liabilities,	24,316,399 76
Stocks of otber companies owned.	73,880,301 89	Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad guaranteed stock and bonds.	1,882,550 00
Otber permanent investments,	121,008 28	Equipment of United New Jersey Railroad and Canal Company,	931,921 37
Girard Life Insurance, Annuity and Trust Company, trustee, special equipment account of equipment trust, gold loan,	3,082,060 44	Securities of United New Jersey Railroad and Canal Company,	3,733,444 60
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, cost as represented by guaranteed stock and bonds,	1,882,550 00	Fund for purchase of securities guaranteed by Pennsylvania Railroad Company, created October 9, 1878,	4,159,192 98
United New Jersey Railroad and Canal Company equipment.	931,921 37	Sinking fund, Pennsylvania Railroad Company's consolidated mortgage bonds,	3,715,900 00
United New Jersey Railroad and Canal Company securities,	3,733,444 60	Profit and loss,	23,591,938 11
Managers of trust created October 9, 1878,	4,159,192 98		
Cash and current assets.	31,524,910 29		
Otber assets:			
Sinking fund,	1,943,920 00		
Sundries,	3,633,604 08		
Materials and supplies,	4,322,843 19		
Total.	$263,153,223 21	Total,	$263,153,223 21

IMPORTANT CHANGES DURING THE YEAR.

Mileage of main line, Harrisburg to Pittsburgh, increased .24 mile on account of change of line at Wall's station, near Pittsburgh; Tyrone and Clearfield railway extended 7.46 miles; Pennsylvania Schuylkill Valley railroad extended 1.28 miles;

Downingtown and Lancaster railroad extended 9.87 miles; Bald Eagle Valley railroad extended 1.70 miles; Cambria and Clearfield railroad extended .09 mile; South West Pennsylvania railway extended 7.70 miles; Western Pennsylvania railroad extended 17.77 miles; Trenton Cut-off and Branch, a branch of the Pennsylvania railroad, 31.06 miles long, opened for traffic.

Frankford and Holmesburg railroad, sold under oreclosure of mortgage and a re-organization effected under name of Bustleton Railroad Company.

Bedford and Bridgeport railroad, sold under foreclosure of mortgage and a reorganization effected under name of Bedford and Bridgeport Railway Company.

Capital stock increased $9,593,450.00 on account of privilege granted stockholders May 1, 1890, of subscribing at par for eight (8) per cent. of their respective holdings. The new stock was issued November 1, 1890.

Capital stock increased $502,700.00 on account of the scrip dividend of May 29, 1891. This is the amount converted into stock up to and including June 30, 1891, the privilege for such conversion did not expire until July 31, 1891.

Balance of lien of State of Pennsylvania, $620,151.16, paid off. Consolidated mortgage sterling coupon bonds, amount outstanding reduced $2,910.00; Philadelphia, Wilmington and Baltimore railroad stock trust certificates, amount outstanding reduced $174,000.00; equipment trust bonds, amount outstanding reduced $138,000.00.

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company under contract.

United States mails carried under regulations of United States Government.

Sleeping, parlor and dining cars furnished by Pullman Palace Car Company.

Agreements with International Navigation Company, dated October 10, 1884, and January 13, 1886.

Agreement between the Peninsular Railroad Company of Maryland, the Peninsular Railroad Company of Virginia, consolidated as the New York, Philadelphia and Norfolk Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the Pennsylvania Railroad Company, dated May 23, 1882.

Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the New York, Philadelphia and Norfolk Railroad Company, dated September 26, 1883.

Agreement between the West Virginia Central and Pittsburgh railway, Piedmont and Cumberland railway, and the Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between the Huntingdon and Broad Top Mountain Railroad Company and the Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between Pennsylvania Railroad Company, in Maryland, and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between West Virginia Central and Pittsburgh railway, Piedmont and Cumberland railway, Pennsylvania railroad, in Maryland, Huntingdon and Broad Top Mountain railroad, and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between Pennsylvania Railroad Company, Martin's Creek railway of Pennsylvania, Martin's Creek railway of New Jersey, and the Bangor and Portland Railway Company, dated April 18, 1885.

Agreement with Western Union Telegraph Company, dated September 20, 1881.

SECURITY FOR FUNDED DEBT.

General mortgage, executed July 1, 1867, to Wistar Morris and Josiah Bacon in trust, from Pittsburgh to Harrisburg, 248.26 miles; leasehold interest in Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, connecting at Harrisburg and extending to Dillerville and Columbia, in Pennsylvania, 53.90 miles; from last-named point to Philadelphia, 81.15 miles; branches, 130.28 miles; equipment and property of all kinds, excepting the following which appear fully described in the mortgage:

1st. The Steubenville extension in the city of Pittsburgh.

2d. Two certain lots or pieces of ground in city of Pittsburgh.

3d. Certain real estate in the Twenty-fourth ward of the city of Philadelphia.

Consolidated mortgage, executed July 1, 1873, to Wistar Morris, Josiah Bacon and Edmund Smith in trust, covering same property as described in the general mortgage with the addition of the following items: Leasehold interest in the United Railroad and Canal Company of New Jersey, the Philadelphia and Trenton Railroad Company, the Connecting Railway Company, the Philadelphia and Erie Railroad Company, the Harsimus Cove property, being real estate situated in Jersey City and Hoboken, N. J. Certain securities covered by this mortgage and charged at a valuation of $54,417,931.16.

Navy Yard mortgage, covering real estate situated in Philadelphia, on the river Delaware. Mortgage executed January 1, 1876, to the Fidelity Insurance Trust and Safe Deposit Company in trust.

Philadelphia, Wilmington and Baltimore railroad stock. Trust certificates issued by the Pennsylvania Company for Insurance on Lives and Granting Annuities. Secured by deposit of 170,000 shares of the capital stock of the Philadelphia, Wilmington and Baltimore Railroad Company, of the par value of $50.00 per share, and by contract of the Pennsylvania Railroad Company, made July 1, 1881.

Collateral trust loan, secured by deed of trust, dated June 1, 1883, to the Provident Life and Trust Company in trust, with securities deposited with the trustee, for the redemption of the loan, amounting to the par value of $13,600,000.00.

Main line bond. Lien of the Commonwealth of Pennsylvania, against the main line of the public works. Sold to the Pennsylvania Railroad Company, June 25, 1857.

Equipment trust gold coupon bonds. Lien upon 6,000 cars purchased with proceeds of sale of bonds, and upon other cars that may be purchased under terms of sinking fund. Cars held by the Girard Life Insurance Annuity and Trust Company of Philadelphia as trustee.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	245	$726,000 00	. . . . .
General office clerks,	1,472	1,291,365 77	$2 40
Station agents,	801	493,169 45	1 69
Other station men,	6,546	3,466,647 67	1 70
Enginemen,	1,910	2,090,967 07	3 52
Firemen,	2,000	1,148,333 34	1 84
Conductors,	1,479	1,423,354 12	3 08
Other trainmen,	5,400	2,907,782 09	1 72
Machinists,	2,655	1,999,353 38	2 41
Carpenters,	3,131	1,918,579 31	1 96
Other shopmen,	5,182	2,633,672 16	1 63
Section foremen,	910	581,766 21	1 75
Other trackmen,	9,490	3,371,279 02	1 14
Switchmen, flagmen and watchmen,	2,363	1,135,379 40	1 54
Telegraph operators and dispatchers,	1,544	992,216 51	2 06
Employes—account floating equipment,	558	381,024 88	2 19
All other employes and laborers,	6,064	2,828,952 40	1 49
Total,	51,750	$29,389,842 78	$1 80
Distribution of above:			
General administration, maintenance of way and structures, and conducting transportation: Impossible to make this division.			
Employes in Pennsylvania:			
Total number of employes in Pennsylvania and total yearly compensation of employes in Pennsylvania: Impossible to determine, as employes are not confined to one state.			

PASSENGER, FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMN FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue,	44,679,580			
Number of passengers carried one mile,	791,431,697			
Average distance carried,	17.7 miles.			
Total passenger revenue,		16,386,559	78	
Average amount received from each passenger,			36	7
Average receipts per passenger per mile,			2	070
Estimated cost of carrying each passenger one mile,			1	523
Passenger earnings per mile of road,		7,771	90	
Passenger earnings per train mile,		1	36	
Freight traffic:				
Number of tons carried of freight earning revenue,	50,013,674			
Number of tons carried one mile,	6,869,776,736			
Average distance haul of one ton,	137			
Total freight revenue,		45,085,146	77	
Average amount received for each ton of freight,			90	014
Average receeipts per ton per mile,				656
Estimated cost of carrying one ton one mile,				459
Freight earnings per mile of road,		18,156	51	
Freight earnings per train mile,		2	00	
Passenger and freight:				
Passenger and freight revenue,		62,103,578	41	
Passenger and freight revenue per mile of road,		25,010	10	
Expense per mile of road,		17,750	18	
Total earnings per mile of road, including mails, express, etc.,		26,273	07	
Train mileage:				
Miles run by passenger trains,	14,169,414			
Miles run by freight trains,	21,541,609			
Miles run by mixed trains: Included in passenger and freight.				
Total mileage of trains earning revenue,	35,711,023			
Miles run by switching trains,	11,098,151			
Miles run by construction and other trains,	1,521,876			
Grand total train mileage,	48,331,050			
Average number of freight cars in train,	30.273			
Average number loaded cars in train,	19.467			
Average number empty cars in train,	10.806			
Average number of tons of freight in train,	318.908			
Average nnmber of tons of freight in each loaded car,	16.382			

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture :	*Whole tons.*	*Whole tons.*		
Grain,	172,211	703,178	875,389	1.75
Flour,	149,175	375,936	525,151	1.05
Other mill products,	41,960	181,443	223,403	.45
Hay,	98,893	55,325	154,218	.32
Tobacco,	24,379	25,695	50,074	.10
Cotton,	5,133	103,714	108,847	.22
Fruit and vegetables,	136,963	197,312	334,275	.67
Other articles,	73,122	68,779	141,901	.28
Products of animals :				
Live stock,	161,393	414,509	575,902	1.15
Dressed meats,	12,968	89,970	102,938	.22
Other packing-house products,	5,220	72,625	77,845	.15
Poultry, game and fish,	13,071	32,521	45,592	.09
Wool,	8,365	11,948	20,313	.04
Hides and leather,	68,947	56,229	125,176	.25
Other articles,	373,218	121,662	494,880	.99
Products of mines :				
Anthracite coal,	2,016,544	6,356,145	8,372,689	16.74
Bituminous coal,	8,839,495	6,250,708	15,090,203	30.17
Coke,	4,291,938	355,581	4,647,519	9.29
Ores,	411,493	1,221,293	1,632,786	3.27
Stone, sand and other like articles,	2,436,390	612,357	3,048,747	6.09
Other articles,	22,720	13,534	36,254	.07
Products of forest :				
Lumber,	1,173,471	1,264,197	2,437,668	4.87
Other articles,	188,471	93,577	282,048	.56
Manufactures :				
Petroleum and other oils,	155,877	861,038	1,016,915	2.03
Sugar,	274,960	22,172	297,132	.59
Naval stores,	1,761	1,253	3,014	.01
Iron, pig and bloom,	1,036,936	695,870	1,732,806	3.46
Iron and steel rails,	470,194	108,706	578,900	1.17
Other castings and machinery,	1,029,700	891,966	1,921,666	3.84
Bar and sheet metal,	205,703	176,507	382,210	.77
Cement, brick and lime,	594,968	267,580	862,548	1.72
Agricultural implements,	4,175	11,749	15,924	.03
Wagons, carriages, tools, etc.,	8,250	7,121	15,371	.03
Wines, liquors and beers,	108,478	50,468	158,946	.33
Household goods and furniture,	33,533	24,771	58,304	.10
Other articles,	1,546,018	1,318,695	2,864,713	5.73
Merchandise,	168,635	121,832	290,467	.58
Miscellaneous : Other commodities not mentioned above,	236,330	174,610	410,940	.82
Total tonnage,	26,601,058	23,412,616	50,013,674	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives :						
Passenger,	31	417	417	Westinghouse.		
Freight,	36	988	988	do.		
Switching,	14	184	184	do.		
Total,	81	1,589	1,589			
Cars in passenger service :						
First-class passenger cars,	47	910	910	Westinghouse,	910	Janney.
Second-class passenger cars.		69	69	do.	69	do.
Combination passenger cars.	14	160	160	do.	160	do.
Emigrant cars,		70	70	do.	70	do.
Dining cars,		6	6	do.	6	do.
Parlor cars,		15	15	do.	15	do.
Baggage, express and postal cars,	18	260	260	do.	260	do.
Total,	79	1,490	1,490		1,490	do.
Cars in freight service :						
Box cars,	128	7,083	1,813	Westinghouse,	1,827	do.
Flat cars.		13				
Stock cars,	856	2,285	1,243	do.	1,243	do.
Coal cars,	1,277	18,081	452	do.	1,385	do.
Tank cars,		1,109				
Refrigerator cars,		52	16	do.	16	do.
Total.	2,261	28,623	3,524		4,471	do.
Cars in company's service :						
Gravel cars,	105	1,013	446	Westinghouse.		
Derrick cars,	2	66	3	do.		
Caboose cars,	31	744				
Other road cars,	38	1,679	33	do.	3	do.
Total,	176	3,502	482		3	do.
Cars contributed to fast freight line service :						
Box—100 Fast Southern Freight, 3,364 Empire Line,	16	3,464	337	Westinghouse,	337	do.
Refrigerator, Union Line,		150	150	do.	150	do.
Rack, Empire Line,		42				
Total owned,	2,532	37,271	5,983		6,451	do.
Cars leased :						
Box.	15	*2,150	1,297	Westinghouse,	1,297	do.
Stock,		500	90	do.	97	do.
Coal.	687	15,644	896		1,319	do.
Refrigerator,		†550	147	Westinghouse,	147	do.
Grand total,	3,234	56,115	8,413		9,311	do.

*600 of these cars are in Empire Line fast freight service.
†50 of these cars are in Empire Line fast freight service, 500 in Union Line fast freight service.

MILEAGE.

MILEAGE OF ROAD BY COMPANY MAKING OPERATING REPORT.

LINE IN USE.	Main line owned.	Branch line owned.	Line operated under lease, contract, or otherwise.	Total mileage operated.	Total mileage operated in Penna.	*New line constructed during year.	RAILS.		AVERAGE WEIGHT OF RAIL PER YARD.	
							Iron.	Steel.	Iron.	Steel.
Miles of single track,	329.65	160.58	1,991.91	2,482.14	2,036.71	82.18	192.82	2,289.32	40 to 60 lbs.	56 to 88 lbs.
Miles of second track,	329.65	23.71	331.05	684.41	587.74	18.97	.24	684.17		
Miles of third track,	177.48	2.10	103.75	283.33	229.44	7.34	.96	282.37		
Miles of fourth track,	73.27	. . . . .	97.12	170.39	115.75	.05	. . . . .	170.39		
Miles of yard track, sidings and spurs,	364.09	104.71	930.55	1,399.35	1,080.07	109.16	376.55	1,022.80		
Total mileage operated (all tracks).	1,274.14	291.10	3,454.38	5,019.62	4,049.71	217.70	570.57	4,449.05		

Miles of track laid with steel rail on portion of lines owned, leased or operated in Pennsylvania, 3,695.50.

Miles of track laid with iron rail on portion of lines owned, leased or operated in Pennsylvania, 354.21.

* The "new line constructed during year," 82.18 miles, is not the exact amount of additional single track laid by which the mileage was increased, but includes certain mileage constructed by reason of the old track being torn up and replaced by new; this amounted to 2.10 miles.

RENEWALS OF RAILS AND TIES.*

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
		Pounds.				*Cents.*
Steel.	150	85	$27 10	White oak.	186,625	70
Do.	157	85	30 00	do.	5,916	60
Do.	8,631	85	30 10	do.	286,372	55
Do.	6,928	85	31 00	do.	15,733	51
Do.	81	70	31 00	do.	7,427	50
Do.	5	70	31 00	do.	4,713	43
Do.	302	60	30 00	do.	56,876	35
Do.	5	60	30 10	do.	8,179	31
				do.	5,120	28
Total steel,	16,259	60 to 85	$27 10 to $31 00	Total.	576,961	28 to 70

ACCIDENTS TO PERSONS.†

KIND OF ACCIDENT.	EMPLOYES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling,	11	866	....	2	1	16	12	884
Falling from trains and engines,	26	181	....	1	....	19	26	201
Overhead obstructions,	5	34	....	....	....	....	5	34
Collisions,	8	173	....	2	1	25	9	200
Derailments,	4	29	....	....	....	....	4	29
Other train accidents,	8	98	....	....	2	8	10	106
At highway crossings,	....	....	....	5	....	1	....	6
At stations,	....	14	....	....	2	88	2	102
Other causes,	22	625	12	20	35	507	69	1,152
Struck by engine or cars,	....	4	....	....	3	2	3	6
Boarding moving trains,	....	2	....	....	....	5	....	7
Total,	84	2,026	12	30	44	671	140	2,727

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			TRESPASSERS.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,	3	50	1	3	....	7	1	10
Derailments.	....	3	....	....	....	5	....	5
Other train accidents,	....	7	1	4	....	2	1	6
At highway crossings,	....	....	3	7	22	74	25	81
At stations,	3	101	1	2	2	30	3	32
Other causes.	9	93	291	364	....	32	291	396
Struck by engines or cars.	....	....	9	9	....	....	9	9
Boarding moving trains,	....	....	7	8	....	....	7	8
Total,	15	254	313	397	24	150	337	547

*Owned lines only.

† For all roads stated on pages 327 and 328 located in Pennsylvania, New Jersey, Delaware and Maryland.

CHARACTERISTICS OF ROAD.*

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	180	180
Number iron,	143	143
Number wooden,	44	44
Trestles:		
Number,	20	20
Aggregate length (feet),	2,039	2,039
Tunnels:		
Number,	8	8
Maximum length (feet),	3,593	3,593
Minimum length (feet),	284	284
Aggregate length of all tunnels (feet),	8,956	8,956
Telegraph:		
Miles of line owned by this company,	462.01	462.01
Miles of wire owned by this company,	3,851.54	3,851.54
Miles of line operated by this company,	508.29	508.29
Miles of wire operated by this company,	3,878.44	3,878.44
Gauge of track,		4 ft. 9 in.

PENNSYLVANIA COMPANY.

Date of organization: September 11, 1871.

By what authority incorporated: Chartered by the Legislature of Pennsylvania April 7, 1870, and amendments thereto dated February 18, 1871, and April 10, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	Philadelphia,	Jnne 7, 1892.
James McCrea,	Pittsburgh,	do.
J. T. Brooks,	Pittsburgh,	do.
Thomas D. Messler,	Pittsburgh,	do.
John E. Davidson,	Pittsburgh,	do.
Henry H. Houston,	Philadelphia,	do.
Frank Thompson,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
J. N. DuBarry,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Wm. H. Barnes,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
N. P. Shortridge,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: June 2, 1891.

Postoffice address of general office: Corner Penn avenue and Tenth street, Pittsburgh.

* Owned lines only.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
First Vice President,	James McCrea,	Pittsburgh.
Second Vice President,	J. T. Brooks,	Pittsburgh.
Third Vice President,	Thos. D. Messler,	Pittsburgh.
Fourth Vice President,	John E. Davidson,	Pittsburgh.
Secretary,	S. B. Liggett,	Pittsburgh.
Treasurer,	T. H. B. McKnight,	Pittsburgh.
Assistant Treasurer,	John P. Henderson,	Pittsburgh.
Chief Engineer,	Thos. Rodd,	Pittsburgh.
General Counsel,	J. T. Brooks,	Pittsburgh.
Assistant Counsel,	J. J. Brooks,	Pittsburgh.
Comptroller,	John W. Renner,	Pittsburgh.
Assistant Comptroller,	Albert McElevey,	Pittsburgh.
Auditor of Freight Receipts,	John M. Lyon,	Pittsburgh.
Auditor of Passenger Receipts,	J. P. Farley,	Pittsburgh.
Auditor of Disbursements,	James Instan,	Pittsburgh.
General Manager,	Joseph Wood,	Pittsburgh.
General Superintendent of Transportation,	E. B. Taylor,	Pittsburgh.
General Passenger and Ticket Agent,	E. A. Ford,	Pittsburgh.
Chief Assistant General Passenger Agent,	Frank Van Dusen,	Pittsburgh.
General Freight Agent,	Wm. Stewart,	Pittsburgh.
Assistant General Freight Agent,	C. L. Cole,	Pittsburgh.
General Superintendent,	Chas. Watts,	Pittsburgh.
Division Superintendents,	A. B. Stan,	Allegheny, Pa.
	C. D. Law,	Ft. Wayne, Ind.
	J. M. Kimball,	Lawrence Junction, Pa.
	J. S. Morris,	Toledo, Ohio.
	L. F. Loree,	Wellsville, Ohio.
Superintendent of Telegraph,	E. C. Bradley,	Pittsburgh.
General Baggage Agent,	R. R. Bently,	Pittsburgh.

PROPERTY OPERATED

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
South Chicago and Southern railroad,	Colehour Junc., Ill.,	P., C., C. & St. L. Railway Junction.	9.32	. . . . .
Hammond branch,	Hegewisch, Ill.,	State Line,	.93	. . . . .
State Line and Indiana City railway,	Illinois State Line,	East Chicago, Ind.,	3.18	. . . . .
Pittsburgh, Ft. Wayne and Chicago railway,	Pittsburgh,	Chicago, Ill.,	468.32	48.74
Cummings branch,	South Chicago, Ill.,	Cummings, Ill.,	1.57	. . . . .
Massillon and Cleveland railroad,	Massillon, Ohio,	Chippewa, O.,	12.23	. . . . .
New Castle and Beaver Valley railroad,	Homewood, Pa.,	New Castle, Pa.,	14.98	14.98
Erie and Pittsburgh railroad,	New Castle, Pa.,	Girard Junction, Pa.	81	81
Dock branch,	Branch tracks at	Erie, Pa.,	3.47	3.47
Cleveland and Pittsburgh railroad,	Rochester, Pa.,	Cleveland, O.,	123.80	14.93
	Yellow Creek, O.,	Bellair, O.,	43.44	. . . . .
Tuscarawas branch,	Bayard, O.,	New Philadelphia, O.	31.10	. . . . .
Indianapolis and Vincennes railroad,	Indianapolis, Ind.,	Vincennes, Ind.,	116.92	. . . . .
Bushrod branch,	Bushrod, Ind.,	Dnggersville, Ind.,	11.88	. . . . .
Gosport,	Gosport, Ind.,	Stinesvile, O.,	4.18	. . . . .
Pittsburgh, Youngstown and Ashtabula railroad,	Kenwood, Pa.,	Ashtabula Harbor, O.	98.98	27.76
Canfield branch,	Junc. near Hazleton,	Youngstown Tube Works.	1.29	. . . . .
Alliance branch,	Niles, O.,	Alliance Junc., O.,	24.90	. . . . .
Toledo, Walhonding Valley and Ohio railroad,	Toledo Junction, O.,	Toledo, O.,	79.98	. . . . .
Lake Shore and Michigan Southern railway,	Girard Junction, Pa.	Erie, Pa.,	16.74	16.74
Union railway,	Indianapolis, Ind.,		.12	. . . . .
Total mileage operated,			1,148.33	207 62

BONDS OWNED.

NAME.	Total amount held.	Income or interest received.
Cleveland and Pittsburgh Railroad Company, C. and E.,	$163,000 00	$11,410 00
Chicago, St. Louis and Pittsburgh Railroad Company,	6,090,000 00	631,750 00
Continental Improvement Company,	141,000 00	. . . . .
Cincinnati Street Connection railway,	225,000 00	13,500 00
Calumet River Railway Company,	65,000 00	. . . . .
Erie and Pittsburgh Railroad Company, general mortgage,	102,000 90	1,821 07
Grand Rapids and Indiana Railroad Company,	122,000 00	6,100 00
Newport and Cincinnati Bridge Company, first mortgage,	1,100,000 00	77,000 00
Ohio Connecting Railway Company,	600,000 00	. . . . .
Pittsburgh, Cincinnati and St. Louis Railway Company,	39,000 00	2,730 00
Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, consolidated mortgage	5,012,000 00	112,770 00
Pittsburgh, Wheeling and Kentucky Railroad Company,	111,500 00	6,760 00
South Chicago and Southern Railroad Company,	123,000 00	. . . . .
Toledo, Ann Arbor and Graud Trunk Railway Company,	18,000 00	1,080 00
Union Depot Company, Columbus, Ohio,	169,000 00	11,941 98
Union Bridge Company, Toledo, Ohio,	54,000 00	. . . . .
United States four and one-half per cent. bonds.	200,000 00	9,000 00
Columbia and Zenia Railroad Company.	. . . . .	1,890 00
Cincinnati and Richmond Railroad Company,	. . . . .	24,000 00
Total par value,	$14,334,500 00	
Total value as carried on company's books,	$11,782,018 45	$911,753 05

STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.
Allegan and South Eastern Railroad Company,	$62,075 00	$2,309 93
Cincinnati and Muskingum Valley Railway Company,	2,430,900 00	. . . . .
Cincinnati and Springfield Railroad Company,	60,000 00	. . . . .
Cincinnati, Richmond and Ft. Wayne Railroad Company,	1,256,900 00	. . . . .
Chicago, St. Louis and Pittsburgh Railroad Company, common,	421,800 00	. . . . .
Chicago Union Transfer Railway Company, common,	40,000 00	. . . . .
Chicago Union Transfer Railway Company, preferred,	40,000 00	. . . . .
Continental Improvement Company,	1,562 50	. . . . .
Calumet River Railway Company.	65,500 00	. . . . .
East St. Louis and Carondelet railway,	303,100 00	. . . . .
Fanport and Youngstown Railroad Company,	25,200 00	. . . . .
Granite Improvement Company,	70,000 00	. . . . .
Holliday's Cove Railroad Company.	300,000 00	. . . . .
Indianapolis and Vincennes Railroad Company,	1,401,900 00	. . . . .
Illinois Steel Company,	11,700 00	882 20
Lake Erie and Louisville Railroad Company.	908,200 00	. . . . .
Maysville and Lexington Railroad Company.	350,000 00	. . . . .
North Western Ohio Railway Company,	400,000 00	. . . . .
Newport and Cincinnati Bridge Company, preferred,	801,700 00	32,068 00
Newport and Cincinnati Bridge Company, common.	1,013,400 00	. . . . .
Ohio Valley Railway Company,	185,000 00	. . . . .
Ohio Connecting Railway Company,	600,000 00	. . . . .
Pittsburgh, Wheeling and Kentucky Railroad Company,	254,300 00	15,258 00
Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, preferred,	14,354,830 37	143,548 00
Pittsburgh Cincinnati, Chicago and St. Louis Railway Company, common,	10,515,000 00	. . . . .
Pittsburgh, Ft. Wayne and Chicago Railway Co., guaranteed special,	7,382,045 04	447,538 00
Pittsburgh, Youngstown and Ashtabula Railroad Company, preferred,	1,550,000 00	108,500 00
Pittsburgh, Youngstown and Ashtabula Railroad Company, common,	375,000 00	9,375 00
Rochester, Beaver Falls and Western Railway Company.	75,000 00	. . . . .
South Chicago and Southern Railroad Company,	123,000 00	. . . . .
State Line and Indiana City Railway Company,	38,000 00	. . . . .
St. Louis National Stock Yards Company,	40,000 00	1,600 00
St. Louis, Vandalia and Terre Haute Railroad Company,	1,350,000 00	. . . . .
St. Louis, Vandalia and Terre Haute Railroad Company, preferred,	381,700 00	97,632 85
Southwestern Car Company,	25,000 00	. . . . .
Sharpsville Railroad Company,	170,100 00	. . . . .
Union Bridge Company, Toledo, Ohio.	6,000 00	. . . . .
Pittsburgh, Cincinnati and St. Louis Railway Company, first preferred,	. . . . .	15,333 34
Total par value,	$47,388,912 91	
Total value as carried on company's books,	$20,324,756 68	$874,045 32

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,480,506 32	Capital stock,	$20,000,000 00
Cost of equipment,	4,763,158 11	Funded debt, *	23,200,000 00
Bonds of other companies owned,	11,782,018 45	Current liabilities,	3,840,826 63
Stocks of other companies owned,	20,324,756 68	Accrued interest on funded debt not yet payable,	29,371 71
Other permanent investments,	4,436,094 57	Due lessor companies for supplies,	831,831 58
Betterments to leased roads,	1,572,330 78	Profit and loss,	3,968,078 04
Cash and current assets,	5,290,892 16		
Other assets:			
Sinking fund,	2,126,398 75		
Sundries,	93,972 14		
Total,	$51,870,107 96	Total,	$51,870,107 96

SECURITY FOR FUNDED DEBT.

First mortgage, four and one-half per cent. bonds; all the leasehold estate, right, title and interest of the Pennsylvania Company in and to the railroad and estate, real and personal, of the following companies: Pittsburgh, Ft. Wayne and Chicago Railway Company, New Castle and Beaver Valley Railroad Company, Cleveland and Pittsburgh Railroad Company, Erie and Pittsburgh Railroad Company, together with all lands, tenements and hereditaments whatsoever; also, all rolling stock and materials owned by the company.

Registered six per cent. bonds. Collateral security, 40,000 shares of special stock of the Pittsburgh, Ft. Wayne and Chicago Railway Company.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Sinking fund, four and one-half per cent. first mortgage bonds.

The contributions to this fund are one per cent. per annum on outstanding bonds and interest on such bonds as shall have been before purchased with same fund.

Sinking fund, six per cent. registered bonds. The contribution to this fund is the remainder of $280,000.00 (being dividend of seven per cent. on $4,000,000.00, Pittsburgh, Ft. Wayne and Chicago Railway Company betterment stock), after paying the interest on outstanding bonds.

All other information has been reported in connection with leased roads operated by Pennsylvania Company.

PENNSYLVANIA, LEHIGH AND EASTERN RAILROAD COMPANY.

Date of organization: June 18, 1889.

By what authority incorporated: The act forming the Lehigh and Eastern Railway Company, approved March 10, A. D. 1869 (P. L. 1869, 1321). Several acts extending its time to build, etc., supplemental to first mentioned act of assembly, as follows: Act March 17, 1871 (P. L. 1871, 414), May 27, 1871 (P. L. 1871, 1248), May 15, 1874 (P. L. 1874, 188), March 17, 1875 (P. L. 1875, 77), June 5, 1875 (P. L. 1875, 31), April 22, 1879 (P. L. 1879, 31), May 24, 1881 (P. L. 1881, 27), June 1, 1883 (P. L. 1883, 49), June 25, 1885 (P. L. 1885, 186). The patent forming the above company was issued and approved Mareh 9, 1869. On March 3, 1887, at court-house, Wilkes-Barre, the sheriff of Luzerne county, under judgment entered against said

* Exclusive of car trust obligations not yet charged.

company February 2, 1887, for $15,000 and *fi. fa.* No. 45, February term, and *alias fi. fa.*, sold all corporate rights, property, privileges and franchise of said company to S. W. Neuberger, who proceeded to and invested with all the rights, privileges, properties and franchise of the original company: Act of April 9, 1869, May 25, 1878, May 31, 1887. By virtue of a decree, the sheriff of Luzerne county sold at public sale, on March 16, 1889, the rights, privileges, properties and franchise of the above-named company to Silas W. Neuberger for $190,000. Under act of assembly April 9, 1861 (P. L. 1861, 29), May 25, 1878 (P. L. 1878, 148), and same (P. L. 1878, 145), May 31, 1887 (P. L. 1887, 276), Silas W. Neuberger organized, on June 18, 1889, the Pennsylvania, Lehigh and Eastern Railroad Company, who became possessed of all the rights, privileges, franchise and properties of the original companies in accordance with the foregoing acts of assembly.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Joseph Pool,	25 Pine street, New York city,	First Monday in May, 1891.
Simon P. Wolverton,	Sunbury, Pa.,	do. do.
R. J. Flick,	Wilkes-Barre, Pa.,	do. do.
J. Neuberger,	111 Broadway, New York city,	do. do.
S. W. Neuberger,	111 Broadway, New York city,	do. do.
Elias Lowenstein,	Wilkes-Barre, Pa.,	do. do
J. Vaughn Darling,	Wilkes-Barre, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: August 5, 1890.

Postoffice address of general office: Wells Building, Wilkes-Barre, Pa., and 79 Cedar street, New York.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Joseph Pool,	111 Broadway, New York city.
Vice President,	Jacob Neuberger,	111 Broadway, New York city.
Secretary,	Silas W. Neuberger,	111 Broadway, New York city.
Treasurer,	Silas W. Neuberger,	111 Broadway, New York city.
Chief Engineer,	S. N. Haight,	38 Wall street, New York city.
General Solicitor, Attorney or Counsel,	S. P. Wolverton,	Sunbury, Pa.
	J. V. Darling,	Wilkes-Barre, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$193,048 69	Capital stock,	$10,000,000 00
Profit and loss, stock,	10,000,000 00	Current liabilities,	15,740 69
		Profit and loss,	177,308 00
Total,	$10,193,048 69	Total,	$10,193,048 69

IMPORTANT CHANGES DURING THE YEAR.

On the first day of October, 1889, a mortgage for $5,000,000 was executed and delivered to the New York Security and Trust Company, trustee, to secure the proposed issue of 5,000 bonds of the denomination of $1,000 each. None of the said bonds have been sold by the company. In order to provide for the obligations of the company incurred in perfecting its title to its properties, four hundred of the above-named bonds were issued.

CHARACTERISTICS OF ROAD.

The road of this company is not constructed as yet. Ten miles have been graded and route of whole line surveyed, making total proposed length of line 106 miles main line. Rights of way have been secured and other details finished.

PENNSYLVANIA MIDLAND RAILROAD COMPANY.

Date of organization: June 12, 1890.
By what authority incorporated: Under the general law.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Jermyn,	Scranton, Pa.,	Upon election of successor.
Reese G. Brooks,	Scranton, Pa.,	do. do.
D. M. Jones,	Scranton, Pa.,	do. do.
Smith B. Mott,	Scranton, Pa.,	do. do.
Henry M. Edwards,	Scranton, Pa.,	do. do.
John H. Fellows,	Scranton, Pa.,	do. do.
Joseph J. Jermyn,	Scranton, Pa.,	do. do.
George B. Jermyn,	Scranton, Pa.,	do. do.
Elmer H. Lawall.	Wilkes-Barre, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: December 11, 1890.
Postoffice address of general office: Scranton, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	John Jermyn,	Scranton, Pa.
Secretary,	Smith B. Mott,	do.
Treasurer,	George B. Jermyn,	do.
General Solicitor, Attorney or Counsel,	Henry M. Edwards,	do.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$25,000 00	Capital stock,	$25,000 00
Total,	$25,000 00	Total,	$25,000 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

Date of organization: May 15, 1858. Name changed March 20, 1865.

By what authority incorporated: Laws of State of Pennsylvania, April 21, 1858, May 1, 1861, April 2, 1870, April 12, 1859, April 10, 1863, May 9, 1870, March 29, 1860, April 11, 1866, June 28, 1871, March 20, 1865, April 6, 1869, April 2, 1872.

Operated by the Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. Hartshorne,	Philadelphia,	Second Monday in January, 1892.
Robt. H. Sayre,	South Bethlehem, Pa.,	do.
Wm. H. Sayre,	South Bethlehem, Pa.,	do.
Robt. Lockhart,	South Bethlehem, Pa.,	do.
James I. Blakeslee,	Mauch Chunk, Pa.,	do.
Howard Elmer,	Waverly, N. Y.,	do.
Wm. Stevenson,	Sayre, Pa.,	do.
John B. Garrett,	Philadelphia,	do.
Robt. A. Lamberton,	South Bethlehem, Pa.,	do.
Albert Lewis,	Bear Creek, Pa.,	do.
Warren A. Wilbur,	South Bethlehem, Pa.,	do.
Geo. H. Myers,	South Bethlehem, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Elisha P. Wilbur,	South Bethlehem, Pa.
Vice President,	Chas. Hartshorne,	Philadelphia.
Second Vice President,	Robt. H. Sayre,	South Bethlehem, Pa.
Third Vice President,	John B. Garrett,	Philadelphia.
Secretary,	John R. Fanshawe,	Philadelphia.
Treasurer,	Wm. Chas. Alderson,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pennsylvania & New York Canal & Railroad Co.	Wilkes-Barre,	N. Y. State line,	Lehigh Valley railroad,	96.68	96.68
Branch lines & connections,	Various,	Various,	do.	14.86	14.86
Total mileage,				111.54	111.54

Lehigh Valley Railroad Company agrees to pay for maintenance of way, etc., expenses connected with corporate organization, interest on bonds and on floating debt and all taxes. Lease dated December 11, 1888, for ninety-nine years.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$8,089,040 13	Capital stock,	$1,061,700 00
Lands owned,	130,668 75	Funded debt,	10,000,000 00
Profit and loss.	2,887,960 25	Current liabilities,	45,969 13
Total,	$11,107,669 13	Total,	$11,107,669 13

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage and consolidated mortgage,	Wilkes-Barre, . .	State line, and branches.	111.54	$89,653 93

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone arches,	32	32
Number iron,	30	30
Tunnels:		
Number,	1	1
Maximum length,	3,902	3,902
Minimum length,	3,902	3,902
Aggregate length of all tunnels,	3,902	3,902
Telegraph:		
Miles of line owned by this company,	147	147
Miles of wire owned by this company,	540	540
Miles of line operated by this company,	147	147
Miles of wire operated by this company,	540	540

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Traders' Dispatch, Lehigh and Wabash Dispatch, Commercial Express.

PENNSYLVANIA, POUGHKEEPSIE AND BOSTON RAILROAD COMPANY.

Date of organization: September 7, 1887.

By what authority incorporated: State of New Jersey, general railroad incorporation acts. State of Pennsylvania, acts of the State of Pennsylvania for the incorporation and regulation of railroad corporations, April 4, 1868.

If a consolidated company, name the constituent companies: This company is a corporation organized under the laws of the State of Pennsylvania and New Jersey, regulating the reorganization of railroads sold under foreclosure proceedings where such railroads are situate partly in Pennsylvania and partly in another state. This railroad was formerly the Pennsylvania, Slatington and New England railroad, whose line was situated partly in Pennsylvania and partly in New Jersey, and extending from Slatington, in the county of Lehigh, Pa., in a northeasterly direction to and through Northampton county, in said state, crossing the Delaware river near the Water Gap, thence through the counties of Warren and Sussex in the State of New Jersey, to its terminus at or near Pine Island in the State of New York, which railroad, with all its property and franchises, was sold to William W. Gibbs, at a master's sale, in the town of Newton, Sussex county, N. J., on the 20th of April, 1887, under decree of foreclosure in the circuit court of the United States for the Eastern district of Pennsylvania and the district of New Jersey, at the suit of the Metropolitan Trust Company, of the city of New York. At a meeting of the said purchasers and associates duly held on the 5th of September, 1887, in accordance with the laws of said States of Pennsylvania and New Jersey, returns whereof were duly filed in the office of the secretaries of both states, the said railroad was reorganized under the name of Pennsylvania, Poughkeepsie and Boston Railroad Company. February 17, 1891, the same property was placed in the hands of Henry H. Kingston, receiver, by order of the United States circuit court for the district of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Arthur E. Newbold,	Philadelphia,	September 5, 1891.
William B. Scott,	do.	do.
William W. Gibbs,	do.	do.
Morris R. Bockius,	do.	do.
Alfred N. Chandler,	do.	do.
Henry H. Kingston,	do.	do.
Randall Morgan,	do.	do.

Date of last meeting of stockholders for election of directors: September 5, 1890.

Postoffice address of general office: 411 Walnut street, Philadelphia.

Postoffice address of operating company: 411 Walnut street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
Receiver,	Henry H. Kingston,	Philadelphia.
President,	William W. Gibbs,	Philadelphia.
Secretary,	Morris R. Bockius,	Philadelphia.
Treasurer.	Joseph R. Sayer,	Philadelphia.
Chief Engineer,	Samuel Primrose,	Goshen, N. Y.
General Solicitor, Attorney or Counsel,	Morgan & Lewis,	Philadelphia.
Auditor,	Edward J. Fallon.	Philadelphia.
General Manager.	Henry H. Kingston,	Philadelphia.
General Passenger and Freight Agent,	Charles E. Mack.	Philadelphia.
General Superintendent,	Charles H. Stanton,	Goshen, N. Y.

PROPERTY OPERATED.

NAME	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Pennsylvania, Poughkeepsie and Boston railroad.	Slatington, Pa.. .	Benders Jc., Pa..	14.28	14.28
	Pen Argyl, Pa., .	Hainesburg Junction, N. J.	12.27	9.76
	Swartswood Junction, N. J.	State Line N. York and New Jersey.	21.22	. . . . .
	Hower's branch, Pa.	Howerton, N. J.,	.80	.80
Campbell Hall Connecting railroad, ...	State Line N. York and New Jersey.	Pine Island, N. Y.	3.78	. . . . .
Lehigh and Lackawanna railroad.	Benders Jc., Pa, .	Pen Argyl, Pa.. .	8.18	8.18
New York, Susquehanna and Western, . .	Hainesburg Jc., N. J.	Swartswood Junction, N. J.	18.47	. . . . .
New York, Lake Erie and Western railroad,	Pine Island, N. Y..	Campbell Hall, N. Y.	16.84	. . . . .
Total mileage operated, ...	. . . . .	. . . . .	95.84	33.02

BONDS OWNED.

NAME.	Total amount held.	Rate—per cent.
Campbell Hall Connecting railroad, ...	$500,000 00	6
Total, ...	$500,000 00	6

STOCKS OWNED.

Goshen and Deckertown railroad (value 50 per cent.), ...	$25,000 00
Campbell Hall Connecting railroad (value $1.00), ...	120,000 00
Total, ...	$145,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$3,850,452 26	Capital stock, ...	$2,000,000 00
Cost of equipment, ...	506,910 00	Funded debt.	2,327,368 16
Bonds of other companies owned. .	249,999 00	Current liabilities.	845,435 37
Stocks of other companies owned. .	12,501 00	Accrued interest on receiver's certificates, ...	1,388 17
Other assets:			
Sundries, supplies, ...	2,913 90		
Profit and loss, ...	551,415 54		
Total, ...	$5,174,191 70	Total, ...	$5,174,191 70

IMPORTANT CHANGES DURING THE YEAR.

On December 26, 1890, the Pennsylvania, Poughkeepsie and Boston Railroad Company, by agreement of merger and consolidation, assumed the property and liabilities of the Slate Valley railroad. The property consisted of a line of railroad from Lockport, on the Central railroad of New Jersey, to Howerton, all in Northampton county, Pa., about 5.43 miles of track, which track forms part of Pennsylvania, Poughkeepsie and Boston railroad main line, and is herein included in Pennsylvania, Poughkeepsie and Boston mileage. By agreement Pennsylvania, Poughkeepsie and Boston assumes outstanding bonds, $61,500, of the Slate Valley railroad, and the capital stock of the consolidated company is increased to $3,000,000.

October 10, 1890, the Pennsylvania, Poughkeepsie and Boston issued $250,000 of its capital stock for the purchase of 1,200 shares of $100 each, capital stock, and $500,000 first mortgage bonds of the Campbell Hall Connecting railroad, thus completing purchase of 3.80 miles in New York State, which is included in the mileage statement.

February 17, 1891, the Pennsylvania, Poughkeepsie and Boston railroad was placed in the hands of Henry H. Kingston, receiver, by decree of the United States circuit court for the district of New Jersey.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, agreement two years from November 1, 1889, or until six months' notice thereafter, for transportation of express, freight, and the sale of newspapers and periodicals; consideration, 40 per cent. of gross receipts of express company accrue to the railroad company.

Pullman Palace Car Company, agreement October 1, 1889, expiring October 1, 1914. For use of Pullman cars in through service, the railroad company to pay 2 cents per mile.

Lehigh and Lackawanna Railroad Company, agreement 11th December, 1889, for 99 years, subject to six months' notice of desire to terminate after contract has run five years. Trackage rights over 7.96 miles of Lehigh and Lackawanna tracks, between Benders Junction and Pen Argyl, Pa., and over 9.82 miles of Pennsylvania, Poughkeepsie and Boston tracks, between Pen Argyl, Pa., and Portland, Pa.; consideration, 42½ percent. of gross receipts.

New York, Susquehanna and Western Railroad Company, agreement April 15, 1890, for ten years, trackage rights for Pennsylvania, Poughkeepsie and Boston trains, over 18.59 miles, New York, Susquehanna and Western railroad tracks, between Hainesburg Junction and Swartswood Junction, on a per train basis.

New York, Lake Erie and Western railroad, agreement August 22, 1889, ten years, trackage right for Pennsylvania, Poughkeepsie and Boston trains over New York, Lake Erie and Western tracks, between Pine Island and Campbell Hall, N. Y., 16.79 miles on a wheelage basis; also for use of telegraph line of the New York, Lake Erie and Western railroad, between same points, on payment to the Erie Company of $4.00 per mile per wire.

Western Union Telegraph Company, July 31, 1889, running twenty-five years from October 1, 1889. The railroad company leases the telegraph company's wires and poles for railroad telegraph facilities and for the movement of trains.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	Miles of road mortgaged.	Amount of mortgage per mile of line.
Pennsylvania, Poughkeepsie and Boston railroad first mortgage,	48.57	$30,883 26
Pennsylvania, Poughkeepsie and Boston railroad second mortgage,	48.57	5,147 21
Slate Valley railroad first mortgage,	48.57	1,266 21
Car Trusts (entire equipment mortgaged),	48.57	6,403 16

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	9	$20,241 67	
General office clerks,	11	9,254 68	$2 69
Station agents,	13	5,881 05	1 45
Other station men,	1	388 60	1 06
Enginemen,	11	10,673 37	3 10
Firemen,	11	6,584 98	1 70
Conductors,	10	6,979 90	2 16
Other trainmen,	24	10,302 63	1 37
Machinists,	4	2,786 72	2 23
Carpenters,	4	2,597 31	2 07
Other shopmen,	12	6,954 13	1 85
Section foremen,	10	5,820 35	1 86
Other trackmen,	71	28,573 39	1 29
Switchmen, flagmen and watchmen,	9	4,614 06	1 44
Telegraph operators and dispatchers,	10	4,563 69	1 41
All other employes and laborers,	12	5,955 60	1 58
Total,	222	$132,163 11	$1 86
Distribution of above:			
General administration,	20	$29,496 35	$4 37
Maintenance of way and structure,	91	39,968 75	1 40
Maintenance of equipment,	22	12,709 65	2 11
Conducting transportation,	89	49,988 36	1 67
Total,	222	$132,163 11	$1 86
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	69		
Total yearly compensation of employes in Pennsylvania,		$41,499 22	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	14	10
Number wooden,	13	9
Trestles:		
Number,	55	1
Aggregate length (feet),	2,293	10
Telegraph:		
Miles of line operated by this company,	51.5	24.04
Miles of wire operated by this company,	51.5	24.04

Gauge of track, ... 4 ft. $8\frac{1}{2}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? The depot and tracks of New York, Lake Erie and Western railroad, at Slatington, Pa.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PENNSYLVANIA SCHUYLKILL VALLEY RAILROAD COMPANY.

Date of organization: June 1, 1883.

By what authority incorporated: General law, April 4, 1868.

If a consolidated company, name the constituent companies: Philadelphia, Norristown and Phœnixville Railroad Company, Phœnixville, Pottstown and Reading Railroad Company, Phœnixville and West Chester Railroad Company, were consolidated June 1, 1883, forming the Pennsylvania Schuylkill Valley Railroad Company. The Reading and Pottsville Railroad Company was merged into the Pennsylvania Schuylkill Valley Railroad Company October 29, 1885, under agreement October 7, 1885. The Pottsville and Mahanoy Railroad Company was merged into the Pennsylvania Schuylkill Valley Railroad Company November 29, 1886, under agreement dated November 8, 1886. All these companies were organized under general law of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. C. Bright,	Pottsville, Pa.,	May 10, 1892.
W. H. Barnes,	Philadelphia,	do.
B. B. Comegys,	Philadelphia,	do.
Henry Eppihimer,	Reading, Pa.	do.
John P. Green,	Philadelphia,	do.
H. H. Huston,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
Heber S. Thompson,	Pottsville, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 12, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia, Pa.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pennsylvania Schuylkill Valley Railroad Company.	Philadelphia,	New Boston.	Pennsylvania Railroad Company.	101.30	101.30
Branches,				18.89	18.89
Total mileage,				120.19	120.19

Leased to the Pennsylvania Railroad Company for fifty years from December 1, 1885. Rental: Net earnings.

STOCKS OWNED.

Philadelphia, B. and Bryn Mawr Turnpike Company, total par value, . .	$3,750 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$13,831,908 28	Capital stock,	$6,931,000 00
Stock of other companies owned,	124 16	Funded debt,	6,800,000 00
Cash and current assets,	216,489 38	Current liabilities,	820,991 61
Profit and loss,	504,186 46	Mortgages and ground rents payable,	716 67
Total,	$14,552,708 28	Total,	$14,552,708 28

IMPORTANT CHANGES DURING THE YEAR.

Capital stock issued,	$191,150 00
Bonds issued,	100,000 00
Total,	$291,150 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of road.
	From—	To—	Miles.	
First mortgage,	Philadelphia,	New Boston,	120.19	$56,577 08

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	61	61
Number iron,	76	76
Number wooden,	8	8
Trestles:		
Number,	20	20
Aggregate length (feet),	9,313	9,313
Tunnels:		
Number,	2	2
Maximum length (feet),	815	815
Minimum length,	748	748
Aggregate length of all tunnels (feet),	1,563	1,563
Telegraph:		
Miles of line owned by this company,	118.70	118.70
Miles of wire owned by this company,	259	259
Miles of line operated by Pennsylvania Railroad Company, lessee,	118.70	118.70
Miles of wire operated by Pennsylvania Railroad Company, lessee,	259	259

Gauge of track,	4 ft. 9 in.

PENNSYLVANIA AND WESTERN RAILROAD COMPANY.

Date of organization: March 9, 1877.

By what authority incorporated: An act of assembly approved April 8, 1861 "An act concerning the sale of railroads, canals, turnpikes, bridges and plank-roads."

If a consolidated company, name the constituent companies: No consolidation.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. R. Peale,	Lock Haven, Pa.,	Holding over since May, 1890.
R. R. Peale,	Philadelphia,	
F. E. Herriman,	Philadelphia,	
C. F. Cox,	New York, N. Y.,	
Allyn Cox,	New York, N. Y.,	

Date of last meeting of stockholders for election of directors: May 1, 1889.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	S. R. Peale,	Lock Haven, Pa.
Secretary, Treasurer.	Allyn Cox,	New York, N. Y.

PROPERTY OPERATED.

This company has no railroad in operation and has done no work during the past year.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$100,000 00	Capital stock,	$100,000 00
Total,	$100,000 00	Total,	$100,000 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PENNSYLVANIA AND NORTHWESTERN RAILROAD COMPANY.

Date of organization: By merger approved by stockholders, December 27, 1889, to take effect January 1, 1890.

By what authority incorporated: General railroad laws as follows: P. L. 1861, p. 702 to 704, approved May 16, 1861; P. L. 1869, p. 24 to 25, approved April 10, 1869; P. L. 1889, p. 205, approved May 13, 1889.

If a consolidated company, name the constituent companies: Bell's Gap Railroad Company, act approved May 11, 1871, P. L. 1871, p. 737. Supplements: Act May 17, 1871, P. L. 1871, p. 886; act March 29, 1872, P. L. 1872, p. 700.

The Clearfield and Jefferson Railway Company: Articles of association filed in the office of the Secretary of the Commonwealth of Pennsylvania on February 27. 1885. Date of consolidation, December 27, 1889, to take effect January 1, 1890.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward J. Berwind,	Philadelphia,	February 17, 1892.
H. A. Berwind,	do.	do.
Aaron Fries,	do.	do.
Stephen Greene,	do.	do.
Samuel G. Lewis,	do.	do.
John H. Converse,	do.	do.
John Reilly,	do.	do.

Date of last meeting of stockholders for election of directors: February 18, 1891.

Postoffice address of general office: Bullitt Building, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Edward J. Berwind,	Philadelphia.
Vice President,	Aaron Fries,	Philadelphia.
Secretary and Treasurer,	Frank S. Lewis.	Philadelphia.
Engineer, M. of W.,	C. F. Moore.	Bellwood, Pa.
Counsel,	George W. Biddle,	Philadelphia.
Auditor,	C. K. Elder,	Bellwood, Pa.
General Manager,	Frank S. Lewis,	Philadelphia.
Superintendent,	W. A. Ford.	Bellwood, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pennsylvania and Northwestern railroad.	Bellwood,	West Eureka mine No. 4.	65.29	65.29
South Witmer branch,	Irvona,	Wister mines.	2.50	2.50
Elk Run branch.	Punxsutawney,	West Eureka mines No. 10.	4.58	4.58
Stroud branch.	Hommers,	Frick mine.	1.45	1.45
Total mileage operated.			73.82	73.82

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$3,456,767 45	Capital stock	$1,660,000 00
Cost of equipment	228,385 10	Funded debt	1,660,000 00
Sundries	3,268 48	Current liabilities	586 35
		Sundries	6,210 73
		Subscription to increase of capital stock	198,000 00
		Profit and loss	163,623 95
Total	$3,688,421 03	Total	$3,688,421 03

IMPORTANT CHANGES DURING THE YEAR.

No. 1 Stroud branch, Hommers to Frick's mine (miles)	1.45

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	4	$12,400 00	
General office clerks	10	5,977 87	$1 99
Station agents	17	8,479 78	1 66
Other station men	11	2,863 25	87
Enginemen	39	37,707 93	3 22
Firemen	42	21,333 14	1 69
Conductors	20	15,358 79	2 55
Other trainmen	84	40,874 71	1 62
Machinists	14	9,442 48	2 25
Carpenters	14	7,133 21	1 70
Other shopmen	23	11,888 52	1 72
Section foremen	24	12,397 98	1 72
Other trackmen	209	68,895 16	1 10
Switchmen, flagmen and watchmen	5	1,828 32	1 22
Telegraph operators and dispatchers	15	8,329 42	1 85
All other employes and laborers	155	60,165 00	1 29
Total	686	$325,075 56	$1 57
Distribution of above:			
General officers	4	$12,400 00	
General administration	10	5,977 87	$1 99
Maintenance of way and structures	393	143,286 46	1 20
Maintenance of equipment	132	87,505 28	2 21
Conducting transportation	147	75,905 95	1 72
Total	686	$325,075 56	$1 57
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	686		
Total yearly compensation of employes in Pennsylvania		$325,075 56	

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron	14
Number wooden	4
Trestles:	
Number	6
Aggregate length (feet)	1,581
Telegraph:	
Miles of line owned by this company	62.19
Miles of wire owned by this company	124.38
Gauge of track	4 ft. 9 in.

PENNSYLVANIA AND WEST VIRGINIA RAILROAD COMPANY.

Date of organization: November 2, 1889.
By what authority incorporated: General law, act 1874, and amendments.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James C. Holden,	Madison, New Jersey,	January 7, 1892.
L. U. Malthy,	Philadelphia,	do.
Joshua D. Baker,	Philadelphia,	do.
A. T. James,	Philadelphia,	do.
Homer S. Beardsley,	New York city, N. Y.,	do.
William P. Kemp,	Philadelphia,	do.
George Martin Brill,	Philadelphia,	do.
Tattnall Paulding,	Philadelphia,	do.
L. P. Whipple,	Boston, Mass.,	do.

Date of last meeting of stockholders for election of directors: January 6, 1891.
Postoffice address of general office: Hotel Lafayette, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Stephen Smith,	Philadelphia.
Vice President,	Joshua D. Baker,	Philadelphia.
Secretary,	M. S. Littlefield,	Hotel Lafayette, Philadelphia.
Treasurer,	W. D. Black,	Philadelphia.
Chief Engineer,	A. E. Lehman,	Philadelphia.
General Solicitor, Attorney or Counsel,	Francis Rawle,	Philadelphia.
General Manager,	Joshua D. Baker,	Philadelphia.

PENN GAS COAL COMPANY'S YOUGHIOGHENY RAILROAD.

By what authority incorporated: The act of assembly incorporating the Penn Gas Coal Company, approved March 4, 1861, and its several supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. A. Dingee,	Philadelphia,	February 1, 1892
H. A. Stiles,	Philadelphia,	do.
Chas. Hacker,	Philadelphia,	do.
A. G. Richey,	Trenton, N. J.,	do.
John T. Knight,	Easton, Pa.,	do

Date of last meeting of stockholders for election of directors: February 2, 1891.
Postoffice address of general office: 209 South Third street, Philadelphia.
Postoffice address of operating company: Penn Gas Coal Company, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	F. A. Dingee,	Philadelphia.
Vice President,	H. A. Stiles,	Philadelphia.
Secretary, Treasurer,	A. K. Gregory,	Philadelphia
General Superintendent,	John F. Wolf,	Irwin Station, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Youghiogheny,	Irwin's,	Sewickley,	10	10

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,*	2	$1,000 00	
General office clerks,*	1	200 00	$0 64
Station agents,	2	900 00	1 50
Enginemen,	1	1,080 00	3 60
Firemen,	1	569 10	2 00
Conductors,	1	900 00	3 00
Other trainmen,	3	1,428 00	2 00
Section foremen,	2	1,346 00	2 25
Other trackmen,	14	6,343 36	1 50
Switchmen, flagmen and watchmen,	1	600 00	2 00
Total,	28	$14,366 46	
Distribution of above:			
General administration,	3	1,200 00	$1 40
Maintenance of way and structures,	17	8,289 36	1 62
Conducting transportation,	8	4,877 10	2 27
Total,	30	$14,366 46	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	28		
Total yearly compensation of employes in Pennsylvania,		$14,366 46	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	6	6
Tunnels:		
Maximum length (feet),	640	640
Telegraph:		
Miles of line owned by this company,	10	10
Miles of wire owned by this company,	10	10
Miles of line operated by this company,	10	10
Miles of wire operated by this company,	10	10

Gauge of track, 4 ft. 9in.

* All officers are of the Penn Gas Coal Company performing the duties of Youghiogheny railroad.

PEOPLES' RAILWAY COMPANY.

Date of organization: May 24, 1865.

By what authority incorporated: Special act, April 4, 1865, April 28, 1871, February 10, 1872, and March 14, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. A. Reilly,	Pottsville, Pa.,	November 3, 1891
Wm. D. Baber,	do.	do.
Frank Carter,	do.	do.
R. C. Leuther,	do.	do.
C. E. Henderson,	do.	do.

Date of last meeting of stockholders for election of directors: November 4, 1890.

Postoffice address of general office: 221 South Centre street, Pottsville, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Thos. A. Reilly,	Pottsville, Pa.
Secretary, Treasurer, Superintendent,	W. D Pollard,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Peoples' railway,	Pottsville,	Minersville,	4.61	4.61

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$93,754 34	Capital stock,	$100,000 00
Cost of equipment,	27,287 29	Funded debt,	36,000 00
Other permanent investments,	1,122 07	Current liabilities,	683 78
Cash and current assets,	12,977 64		
Profit and loss,	1,542 44		
Total,	$136,683 78	Total,	$136,683 78

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number of wooden,	3	3

Gauge of track, 4 ft. 8½ in.

24-11-91

PERKIOMEN RAILROAD COMPANY.

Date of organization: March 23, 1865.

By what authority incorporated: Laws of the State of Pennsylvania; under act of March 23, 1865.

If a consolidated company, name the constituent companies: Not a consolidated company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. B. Hillegass,	Red Hill, Pa..	Second Monday in January, 1892.
Noah D. Frank,	Red Hill, Pa.,	do. do.
John Slingluff,	Norristown, Pa.,	do. do.
F. D. Stinson,	Norristown, Pa.,	do. do.
Geo. Graber,	Pennsburg, Pa.,	do. do.
Jonathan P. Hillegass,	Pennsburg, Pa.,	do. do.
Chas. T. Waage,	Pennsburg, Pa.,	do. do.
John S. Rahn,	Perkiomenville, Pa.,	do. do.
David H. Rudy,	Perkiomenville, Pa.,	do. do.
Wm. H. Seipt,	Worcester, Pa.,	do. do.
A. H. Seipt,	Skippack, Pa..	do. do.
J. Morgan Casselberry,	Lower Providence, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 318 Dekalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	James Boyd,	Norristown, Pa.
Secretary,	Philip Super,	Pennsburg, Pa.
Treasurer,	Howard Boyd,	Norristown, Pa.
Chief Engineer and Comptroller,	Geo. B. Boggs,	Norristown, Pa.
General Solicitor, Attorney or Counsel,	James Boyd,	Norristown, Pa.
Auditor,	F. C. Boggs,	Norristown, Pa.
General Passenger Agent, General Ticket Agent, General Freight Agent,	D. B. Clack,	Norristown, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Perkiomen railroad,	Perkiomen Junc.,	Emaus Junc.,	38.50	38.50
Total mileage operated,			38.50	38.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, $2,084,959 25		Capital stock,	$38,040 00
Cost of equipment, 4,257 03		Funded debt,	1,924,600 00
	$2,089,216 28	Current liabilities,	980,025 36
Profit and loss,	853,449 08		
Total,	$2,942,665 36	Total,	$2,942,665 36

CONTRACTS, AGREEMENTS, ETC.

An agreement with the United States Express Company for operating express business at a rate of forty per cent. of revenue arising thereform.

Compensation received for carrying U. S. mail during the year was $2,056.36. No contracts.

No sleeping, parlor nor dining cars are run over this road.

No agreement nor contract with any freight or transfer company or line.

No contracts nor agreements with other railroad companies. In the regular intercourse of business transactions there is a mutual arrangement in the proration of passenger and freight traffic; generally upon a mileage basis.

No contracts nor agreements with any steamboat or steamship company.

An arrangement with the Philadelphia, Reading and Pottsville Telegraph Company, whereby this company has the use of its line for the transaction of railroad business.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First series mortgage,	Perkiomen Junc.,	Emaus Junc.,	38.50	$20,768 83
Second series mortgage,	do.	do.	38.50	29,220 78

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$2,700 12	
General office clerks,	2	1,110 00	$1 77
Station agents,	17	7,704 16	1 45
Other station men,	4	1,074 00	86
Enginemen,	7	7,869 50	3 59
Firemen,	7	4,583 14	2 09
Conductors,	6	4,956 41	2 64
Other trainmen,	24	14,846 70	1 98
Machinists,	1	624 00	1 96
Carpenters,	9	5,285 20	1 88
Section foremen,	1	720 00	2 30
Other trackmen,	30	12,021 85	1 28
Switchmen, flagmen and watchmen,	5	1,353 37	86
Telegraph operators and dispatchers,	10	6,921 63	2 21
All other employes and laborers,	10	5,225 17	1 67
Total,	136	$76,995 25	$1 81
Distribution of above:			
General administration,	5	$3,810 12	$2 43
Maintenance of way and structures,	45	21,685 83	1 54
Conducting transportation,	86	51,499 30	1 91
Total,	136	$76,995 25	$1 81
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	136		
Total yearly compensation of employes in Pennsylvania,		$76,995 25	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	9	9
Number wooden	21	21
Number combination	1	1
Trestles:		
Number	8	8
Aggregate length (feet)	2,900	2,900
Tunnels:		
Number	1	1
Length (feet)	1,668	1,668
Telegraph:*		
Miles of line owned by this company	38.5	38.5
Miles of wire operated by this company	77	77
Gauge of track	4 ft. 8½ in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? General mortgage loan, $2,250,000.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PERRY COUNTY RAILROAD COMPANY.

Date of organization: February 3, 1887.

By what authority incorporated: Incorporated under act of general assembly passed April 4, 1868, and its supplements of date May 13, 1876.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Chas. H. Smiley	New Bloomfield, Pa.	Second Monday in January, 1892.	
John Wistar	Duncannon, Pa.	do.	do.
B. F. Junkin	New Bloomfield, Pa.	do.	do.
S. W. Conn	New Bloomfield, Pa.	do.	do.
J. H. Sheibley	New Bloomfield, Pa.	do.	do.
Jas. McIlheny	New Bloomfield, Pa.	do.	do.
H. C. Shearer	New Bloomfield, Pa.	do.	do.
Abram Bower	Falling Springs, Pa.	do.	do.
A. R. Johnson	New Bloomfield, Pa.	do.	do.
Chas. A. Barnett	New Bloomfield, Pa.	do.	do.
J. C. McAllister	New Bloomfield, Pa.	do.	do.
Jas. A. Gray	Elliottsburg, Pa.	do.	do.

Date of last meeting of stockholders for election of directors: Second Monday in January, 1891.

Postoffice address of general office: New Bloomfield, Pa.

*The telegraph line is owned by the Philadelphia, Reading and Pottsville Telegraph Company.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	Chas. H. Smiley,	New Bloomfield, Pa.
Vice President,	John Wistar,	Duncannon, Pa.
Secretary,	Jas. W. Shull,	New Bloomfield, Pa.
Treasurer.	W. N. Seibert,	New Bloomfield, Pa.
General Solicitor, Attorney or Counsel,	Jas. W. Shull.	New Bloomfield, Pa.
Auditor,	W. B. Sheibley,	New Bloomfield, Pa.
General Manager.		
General Passenger Agent,		
General Ticket Agent,	F. K. Holtzinger,	New Bloomfield, Pa.
General Superintendent,		
Superintendent of Telegraph,		

PROPERTY OPERATED.

NAME.	TERMINALS		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Perry County railroad,	Duncannon,	New Bloomfield,	11.10	11.10
Total mileage operated,			11.10	11.10

GENERAL BALANCE SHEET.

DR.	1890.	1891.	CR.	1890.	1891.
Cost of road,	$114,635 00	$128,556 89	Capital stock,	$62,350 00	$64,650 00
Cost of equipment,	5,765 00	6,565 00	Funded debt,	53,880 00	51,800 00
Cash and current assets,		2,750 00	Current liabilities,	6,895 00	1,172 45
Total,		$137,861 00	Total,	$123,125 00	$117,622 45

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company. United States mail service.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bond,	Duncannon,	Bloomfield,	11.10	$4,504 54

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers	1	$900 00
General office clerks	1	120 00
Station agents	2	500 00
Enginemen	1	840 00
Firemen	1	360 00
Conductors	1	480 00
Other shopmen	1	300 00
Section foremen	1	540 00
Other trackmen	6	1,656 00
All other employes and laborers	3	195 00
Total	18	$5,891 00
Distribution of above :		
General administration	1	$900 00
Maintenance of way and structures	7	2,196 00
Maintenance of equipment	1	195 00
Conducting transportation	8	2,600 00
Total	....	$5,891 00

CHARACTERISTICS OF ROAD.

Bridges: Number wooden	13

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.

Date of organization: Chartered March 17, 1853.

By what authority incorporated: Chartered, special act, March 17, 1853; amendments, April 6, 1854, February 12, 1856, May 1, 1857, February 27, 1863, April 4, 1870.

If a consolidated company, name the constituent companies: Consolidation, June 20, 1854, of the Philadelphia and Baltimore Central Railroad Company, chartered as above, and the Baltimore and Philadelphia Railroad Company, chartered in Maryland, May 28, 1852. Consolidation, October 31, 1881, of the Philadelphia and Baltimore Central Railroad Company and the West Chester and Philadelphia Railroad Company, chartered in Pennsylvania, April 11, 1848.

Amendments to charter in Pennsylvania, West Chester and Philadelphia Railroad Company: April 15, 1850, May 1, 1852, January 7, 1853, January 29, 1853, March 23, 1853, April 20, 1853, February 27, 1854, May 8, 1854, March 30, 1855, May 3, 1855, February 6, 1856, March 11, 1857, May 13, 1857, May 16, 1857, April 8, 1858, April 1, 1861, April 12, 1861, March 23, 1865, April 12, 1867, April 3, 1869, April 14, 1869, April 13, 1870, April 3, 1872.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	233 South Fourth street, Philadelphia,	January 11, 1892.
J. N. DuBarry,	233 South Fourth street, Philadelphia,	do.
N. Parker Shortridge,	233 South Fourth street, Philadelphia,	do.
Samuel R. Dickey,	Oxford, Pa.,	do.
Samuel D. Ramsey,	West Chester, Pa.,	do.
C. C. Caldwell, Maryland State Director,	Perryville, Md.,	do.
Joseph J. Martin,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office and operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	233 S. Fourth street, Philadelphia.
Secretary,	John C. Sims.	233 S. Fourth street, Philadelphia.
Treasurer,	Robert W. Smith.	233 S. Fourth street, Philadelphia.
Division Superintendent,	Chas. J. Bechdolt.	Media, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia and Baltimore Central railroad.	West Philadelphia,	Octoraro Junc.,	Philadelphia, Wilmington and Baltimore Railroad Company.	62.62	53.29
	Wawa,	West Chester,		9.43	9.43
Branch,	Brandywine Summit,	Kaolin Works,	Philadelphia, Wilmington and Baltimore Railroad Company.	1.63	1.63
				73.68	64.35
Chester Creek railroad,	Lamokin,	Lenni,	Philadelphia, Wilmington and Baltimore Railroad Company, as agent for Philadelphia and Baltimore Central Railroad Company, lessee.	6.69	6.69
Total mileage,				80.37	71.04

By agreement, the road (with its leased line) is operated by the Philadelphia, Wilmington and Baltimore Railroad Company as agent, that company paying over to the Philadelphia and Baltimore Central Railroad Company its entire net earnings.

STOCKS OWNED.

Chester Creek Railroad Company (total par value),	$87,100 00
Williamsport and North Branch Railroad Company (total par value),	16,518 00
Total,	$103,618 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,992,167 68	Capital stock,	$2,499,365 81
Cost of equipment,	92,186 46	Funded debt,	2,200,700 00
Stocks of other companies owned,	1,100 00	Ground rents,	26,512 50
Lands owned,	304,322 37	Current liabilities,	4,233 25
Cash and current assets,	402,718 81	State of Maryland,	35,000 00
		Profit and loss,	26,683 76
Total,	$4,792,495 32	Total,	$4,792,495 32

IMPORTANT CHANGES DURING THE YEAR.

Extension of second track from Swarthmore to Media, 2.91 miles, completed during the year.

Bonds of West Chester and Philadelphia Railroad Company (7 per cent. coupon) matured April 1, 1891; of the $1,100,000 of these bonds outstanding, all but $700 have been paid off.

Bonds of the Philadelphia and Baltimore Central Railroad Company (registered) to the amount of $1,200,000, covered by mortgage for $2,500,000, dated November 1, 1881, payable November 1, 1911, with interest reduced from 5 per cent. to 4½ per cent., and both principal and interest made payable in gold, have been sold; $1,100,000 is to take up the West Chester and Philadelphia Railroad Company bonds named above, and $100,000 to reimburse the operating company for expenditures on construction account during the past few years.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
$1,000,000 Philadelphia and Baltimore Central Railroad Company registered 5 per cent. bonds.	West Philadelphia,	Octoraro Junction,	62.62	$30,534 00
$1,200,000 Philadelphia and Baltimore Central Railroad Company registered 4½ per cent. gold bonds.	Wawa,	West Chester,	9.43	
$700 West Chester and Philadelphia Railroad Company coupon 7 per cent. bonds, matured but not presented for redemption.	West Philadelphia,	West Chester,	23.22	27 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	2
Number iron,	49	45
Number wooden,	26	19
Trestles:		
Number,	3	3
Aggregate length (feet),	2,652	2,652
Telegraph:*		
Miles of line operated by Philadelphia, Wilmington and Baltimore Railroad Company,	71.69	62.36
Miles of wire operated by Philadelphia, Wilmington and Baltimore Railroad Company,	94.90	85.57

Gauge of track, ... 4 ft. 9 in.

*Owned by the Western Union Telegraph Company.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? An annual appropriation for a sinking fund for redemption of bonds due November 1, 1911, contingent upon purchase of bonds at or below par, was provided for in the mortgage, but as there has been neither sufficient income for the purpose, nor the opportunity to purchase at or below par, this provision has been inoperative.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Rooms at Angora for station, from Geo. and Robt. Callaghan; rooms at Cheyney for station, from Geo. S. Cheyney; rooms at Chester Heights for station, from Elizabeth Sharpless, *et al.*; lot near Lansdowne for freight platform, from Chas. Leedom; lot at Brandywine Summit, from G. G. Hipple; use of engine house at West Philadelphia, from Pennsylvania Railroad Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: See report of operating company.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PHILADELPHIA BELT LINE RAILROAD COMPANY.

Date of organization: May 10, 1889.

By what authority incorporated: General railroad law of 1868.

Road not yet built.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Francis B. Reeves,	22 South Front street, Philadelphia,	Elected for one year or election of successors.
James Dohson,	Falls of Schuylkill, Philadelphia,	
William M. Singerly,	917 Chestnut street, Philadelphia,	
E. C. Knight,	1605 Chestnut street, Philadelphia,	
Wharton Barker,	Fourth and Chestnut Sts., Philadelphia,	
Walter F. Hagar,	N.E.cor.Third and Walnut Sts., Phila.,	
Chas. H. Cramp,	Beach and Ball streets, Philadelphia,	
E. A. Hancock,	231 South Second street, Philadelphia,	
Wm. H. Jenks,	241 Chestnut street, Philadelphia,	
Calvin Pardee,	Drexel Building, Philadelphia,	

Date of last meeting of stockholders for election of directors: May 8, 1891.

Postoffice address of general office: 917 Chestnut street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Francis B. Reeves,	22 South Front street, Philadelphia.
Secretary,	John Norris,	917 Chestnut street, Philadelphia.
Treasurer,	Richard Tull,	227 South Fourth street, Philadelphia.
Chief Engineer,	John A. Wilson,	Drexel building, Philadelphia.
General Solicitor, Attorney or Counsel,	John G. Johnson,	708 Walnut street, Philadelphia.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$24,338 35	Capital stock,	$200,000 00
Cash and current assets,	183,101 83	Current liabilities,	7,440 18
Total,	$207,440 18	Total,	$207,440 18

IMPORTANT CHANGES DURING THE YEAR.

The city of Philadelphia, on December 26, 1890, passed an ordinance authorizing the Philadelphia Belt Line Railroad Company to build its line. This grant was made subject to the stipulation that fifty-one per cent. of all the stock should be transferred, fully paid, to certain commercial bodies to insure a control in the interest of the public, and that all the stock of the company should be placed under the control of a voting trust. The ordinance further required that as fast as the said Philadelphia Belt Line railroad and branches shall be completed, each part thereof, as rapidly as it shall be constructed, shall be open to the use of all railroad companies, which shall execute a satisfactory agreement to comply with all reasonable rules and regulations, which rules and regulations shall apply to all without discrimination.

During the year all the authorized capital stock ($200,000) has been subscribed and paid for in cash—the gift of fifty-one per cent. of all the stock has been made and all the stock transferred to the voting trust.

An agreement has been entered into with Charles S. Campbell for the building of part of the section north of Allegheny avenue, along the Delware river.

An agreement for the use of the line thus contracted for has been executed, in conformity with the provisions of the ordinance quoted, upon the payment of interest on all bonds which may be issued for its construction and upon the payment of a five per cent. dividend upon all preferred stock that may be issued for its construction.

PHILADELPHIA AND CHESTER VALLEY RAILROAD COMPANY.

Date of organization: March 7, 1888.

By what authority incorporated: Act of April 4, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George deB. Keim,	Philadelphia,	First Monday in May, 1892.
A. J. Antelo,	do.	do.
J. M. Landis,	do.	do.
W. R. Taylor,	do.	do.
A. H. O'Brien,	do.	do.
F. G. Odenheimer,	do.	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Chief Engineer,	H. K. Nichols,	do.
General Passenger Agent,	C. G. Hancock,	do.
General Freight Agent,	B. H. Bail,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Philadelphia and Chester Valley railroad,	Bridgeport, Pa.,	Downingtown, Pa.,	21.50	21.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,086,372 65	Capital stock,	$755,100 00
Cash and current assets,	18,840 87	Funded debt,	380,510 00
Profit and loss,	35,358 45	Current liabilities,	455 55
		Accrued interest on funded debt not yet payable,	4,506 42
Total,	$1,140,571 97	Total,	$1,140,571 97

CONTRACTS, AGREEMENTS, ETC.

United States Government at rate per mile.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Preferred bonds,	Bridgeport,	Downingtown,	21.50	$13,046 98
Not preferred bonds,	do.	do.	21.50	4,651 16
Total,				$17,698 14

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	7	. . . . .	. . . . .
Station agents,	8	$2,487 60	$0 99
Other station men,	1	60 00	19
Enginemen,	2	2,034 50	3 25
Firemen,	2	1,273 91	2 03
Conductors,	2	1,708 98	2 73
Other trainmen,	5	2,958 96	1 89
Section foremen,	3	1,530 00	1 63
Other trackmen,	9	3,521 25	1 25
Switchmen, flagmen and watchmen,	1	402 60	1 29
Telegraph operators and dispatchers,	1	60 00	20
All other employes and laborers,	9	6,188 65	2 20
Total,	50	$22,226 45	$1 42
Distribution of above:			
General administration,	7	. . . . .	. . . . .
Maintenance of way and structures.	12	$5,051 25	$1 34
Conducting transportation,	31	17,175 20	1 79
Total,	50	$22,226 45	$1 42
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	50	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . . .	$22,226 45	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	5	5
Number wooden.	23	23
	28	28
Trestles:		
Number,	4	4
Aggregate length (feet),	783	783
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	20	20
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	21.5	21.5

Gauge of track, ... 4 ft. 8½ in.

PHILADELPHIA AND DELAWARE COUNTY RAILROAD COMPANY.

Date of organization: April 2, 1890. Certificate of organization filed April 25, 1890. Letters patent issued April 30, 1890.

By what authority incorporated: Act approved April 8, 1861, and supplements thereto.

This company has no railroad in operation.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry.	Philadelphia, ...	May 2, 1892.
John P. Green, ...	Philadelphia, ...	do.
Wm. A. Patton.	Radnor, Delaware county, Pa., ...	do.
N. Parker Shortridge.	Wynnewood, Montgomery county, Pa.,	do.
Harry D. Welsh.	Philadelphia.	do.
Stephen W. White, ...	Philadelphia, ...	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President, ...	W. H. Barnes.	233 South Fourth St., Philadelphia.
Secretary, } Treasurer, ... }	Albert Hewson, ...	233 South Fourth St., Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Philadelphia and Delaware County railroad.	A connection with the Philadelphia and Baltimore Central railroad near the Philadelphia and Delaware county line.	West Chester. . . .	22.3	22.3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$500,000 00	Capital stock.	$250,000 00
Cash and current assets.	54 65	Funded debt.	250,000 00
Other assets:		Current liabilities, ...	232 00
Sundries, ...	177 35		
Total, ...	$500,232 00	Total.	$500,232 00

PHILADELPHIA AND ERIE RAILROAD COMPANY.

Date of organization: Chartered April 3, 1837, and organized during that year.

By what authority incorporated: By act of legislature, State of Pennsylvania, approved April 3, 1837, and supplements thereto approved March 20, 1838, February 12, 1846, March 14, 1846, March 15, 1847, February 10, 1852, March 27, 1852, May 4, 1852, April 15, 1853, April 18, 1853, May 5, 1854, May 8, 1854, May 4, 1855, May 21, 1857, April

21, 1858, April 13, 1860, March 7, 1861, April 3, 1863, April 3, 1863, March 7, 1864, July 22, 1864, March 9, 1865, March 23, 1866, March 7, 1868, March 12, 1869, March 19, 1869, April 1, 1869, April 6, 1870, May 24, 1871.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. Hasell Wilson,*	Philadelphia,	2d Monday in February,	1892.
J. N. DuBarry,*	Philadelphia,	do.	do.
Samuel Gustine Thompson,*	Philadelphia,	do.	do.
N. Parker Shortridge.*	Wynnewood, Montgomery county, Pa.,	do.	do.
Henry D. Welsh.*	Philadelphia,	do.	do.
William J. Howard.*	Philadelphia,	do	do.
William L. Elkins,*	Philadelphia,	do.	do.
Amos R. Little,*	Philadelphia,	do.	do.
J. Bayard Henry.*	Philadelphia,	do.	do.
William H. Barnes,*	Philadelphia,	do.	do.
Harry R. Shultz,†	Philadelphia,	do.	do.
James McManes.†	Philadelphia,	do.	do.
George A. Heberton,†	Philadelphia,	do.	do.

Date of last meeting of stockholders for election of directors: February 9, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	W. Hasell Wilson,	Philadelphia.
Secretary and Treasurer,	J. S. Vanzandt,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia and Erie Railroad Company.	Sunbury, Pa.,	Erie, Pa.,	The Pennsylvania Railroad Company.	287.56	287.56
Total mileage,				287.56	287.56

Lease from Philadelphia and Erie Railroad Company to the Pennsylvania Railroad Company, executed January 6, 1862, to take effect from and after January 1, 1862, modified January 1, 1870, for the term of 999 years from January 1, 1862. The lessee to work, use, manage, maintain and efficiently operate and keep in public use, the railroad of the party of the first part, and its appurtenances, "with the exclusive right to manage and control said railroad and to regulate and determine rates of tolls, freights and charges for all the transportation over the whole, or any part, of said railroad," and to collect all said tolls and charges. The lessee to repair and maintain in good order and condition for public use, the railroad property and appurtenances, paying all operating and other expenses, including taxes and assessments, levied or assessed by the laws of the United States or the State of Pennsylvania. The surplus of gross receipts, after the payment of expenses aforesaid, to be applied to defraying the cost of maintaining a proper and legal organization of the lessor company and the payment of interest on the funded debt of said lessor.

* Elected by stockholders.
† Elected by Philadelphia city councils.

Whatever balance may remain after said payments, to be paid to the lessor for its own use. The lessee is not to pay, or become liable to pay, in consequence of any deficiency of gross receipts, for all or any or either of the purposes to which it had been agreed that said surplus should be applied.

BONDS OWNED.

NAME.	Total amount held.	Rate.
Allegheny Valley Railroad Company income bonds,	$440,000 00	7 per ct.
Total,	$440,000 00	.....

STOCKS OWNED.

Wilcox Railroad Company, total par value, ... $25,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$30,093,954 43	Capital stock,	$10,375,000 00
Bonds of other companies owned,	4,400 00	Funded debt,	19,674,000 00
Stocks of other companies owned,	1,000 00	Sundry items,	5,218 50
Other permanent investments,	196 19	Profit and loss,	316,363 70
Cash and current assets,	271,031 58		
Total.	$30,370,582 20	Total,	$30,370,582 20

IMPORTANT CHANGES DURING THE YEAR.

There was $200,000 of general mortgage 4 per cent. bonds issued.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From--	To—	Miles.	
First mortgage 7 per cent. coupon, / First mortgage 7 per cent. registered,	Sunbury, Pa., ...	Williamsport, Pa., ..	40	$24,400 00
General mortgage 6 per cent. coupon, / General mortgage 5 per cent. registered, / General mortgage 4 per cent. registered,	do.	Erie, Pa., ...	287.56	65,022 95

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	2	$5,400 00
Total,	2	$5,400 00
Employes in Pennsylvania:		
Total number of employes in Pennsylvania.	2	$5,400 00
Total yearly compensation of employes in Pennsylvania,	....	5,400 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone	12	12
Number iron	106	106
Number wooden	35	35
Trestles :		
Number	4	4
Aggregate length	589	589
Telegraph :		
Miles of line owned by this company	289.59	289.59
Miles of wire owned by this company	1,076.47	1,076.47
Miles of line operated by Pennsylvania Railroad Company, lessee	289.59	289.59
Miles of wire operated by Pennsylvania Railroad Company, lessee	1,076.47	1,076.47

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provisions, if any, has been made by this road for the payment of its funded debt? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: See report of Pennsylvania Railroad Company.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: See report of Pennsylvania Railroad Company.

PHILADELPHIA, GERMANTOWN AND CHESTNUT HILL RAILROAD COMPANY.

Date of organization: December 28, 1882.
By what authority incorporated: General law of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Alexander Biddle	Philadelphia	February 9, 1892.
J. N. DuBarry	Philadelphia	do.
John P. Green	Philadelphia	do.
H. H. Huston	Philadelphia	do.
Jno. C. Sims	Philadelphia	do.
N. Parker Shortridge	Wynnewood, Pa.	do.

Date of last meeting of stockholders for election of directors: February 10, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Henry D. Welsh,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia, Germantown and Chestnut Hill railroad.	Germantown Junction,	Chestnut Hill,	Pennsylvania Railroad Company.	6.75	6.75

Lease to Pennsylvania Railroad Company for thirty years from May 1, 1883; rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,000,000 00	Capital stock,	$1,000,000 00
Cash and current assets,	58,898 31	Funded debt,	1,000,000 00
Profit and loss,	12,901 69	Current liabilities,	71,800 00
Total,	$2,071,800 00	Total,	$2,071,800 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Germantown Junction,	Chestnut Hill,	6.75	$148,148 14

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	3	$1,000 00
Total,	3	$1,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	17	17
Telegraph:		
Miles of line owned by this company,	6.75	6.75
Miles of wire owned by this company,	28.95	28.95
Miles of line operated by Pennsylvania Railroad Company,	6.75	6.75
Miles of wire operated by Pennsylvania Railroad Company,	28.95	28.95
Gauge of track,		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? A sinking fund of $10,000.00, annually, provided bonds to that amount can be purchased at par or less.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD COMPANY.

Date of organization: February 17, 1831.

By what authority incorporated: Incorporated by an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved February 17, 1831; an act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved April 7, 1832; an act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved March 30, 1833; an act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved February 8, 1834; an act for the relief of the creditors of the Philadelphia, Germantown and Norristown Railroad Company, approved February 17, 1847; an act supplementary to the several acts incorporating the Philadelphia, Germantown and Norristown Railroad Company, approved April 7, 1849; a further supplement to an act incorporating the Philadelphia, Germantown and Norristown Railroad Company, approved April 27, 1852; act of February 10, 1853; act of April 8, 1853.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Lewis Elkin,	242 South Seventh St., Philadelphia,	Nov. 2, 1891 (1st Monday in November).
John A. Brown, Jr.,	209, Chestnut street, Philadelphia,	Nov. 2, 1891 (1st Monday in November).
Richard Dale,	1215 Spruce street, Philadelphia,	Nov. 2, 1891 (1st Monday in November).
Jos. W. Johnson, Jr.,	535 Chestnut street, Philadelphia,	Nov. 2, 1891 (1st Monday in November).
Thomas U. Walker,	New Centreville, Chester county, Pa.,	Nov. 7, 1892 (1st Monday in November).
Michael O'Brien,	Conshohocken, Pa.,	Nov. 7, 1892 (1st Monday in November).
John Slingluff,	Norristown, Pa.,	Nov. 7, 1892 (1st Monday in November).
Edward Dale Toland,	117 South Fifth street, Philadelphia,	Nov. 7, 1892 (1st Monday in November).
W. S. Wilson,	New Centreville, Pa.,	Nov. 6, 1893 (1st Monday in November).
George W. Longaker,	Norristown, Pa.,	Nov. 6, 1893 (1st Monday in November).
Thomas McKean,	153 Dock street, Philadelphia,	Nov. 6, 1893 (1st Monday in November).
C. Howard Colket.		

Date of last meeting of stockholders for election of directors: November 3, 1890.

Postoffice address of general office: 132 South Third street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	W. S. Wilson,	No. 132 South Third street.
Secretary,	W. W. Stephens,	No. 132 South Third street.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Philadelphia, Germantown and Norristown Railroad Company.	Philadelphia,	Norristown,	The Philadelphia and Reading Railroad Company.	16.2	16.2
Germantown branch,	Sixteenth St.,	Germantown,		3.5	3.5
Total mileage,				19.7	19.7

The Philadelphia, Germantown and Norristown Railroad Company was leased on November 10, 1870, to the Philadelphia and Reading Railroad Company for a period of nine hundred and ninety-nine years, at an annual rental of $269,623.34, payable in equal quarterly payments, commencing with March 1, together with $2,000 quarterly for organization expenses.

GENERAL BALANCE SHEET.

DR.		CR.	
Old accounts:		Capital stock,	$2,246,900 00
Road account,	$1,139,078 84	Contingent account,	46,454 19
Real estate account,	500,793 49	Miscellaneous accounts,	237 00
Equipment account,	367,988 09	Organization account,	15,937 66
Plymouth railroad account,	274,495 19	Interest account,	9,198 07
Sundry accounts,	18,000 00	Unpaid dividends,	8,212 50
Damages,	3,400 00		
Rent account,	64 06		
Cash and current assets,	23,119 75		
Total,	$2,326,939 42	Total,	$2,326,939 42

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	3	$6,000 00
Total,	3	$6,000 00
Employes in Pennsylvania: Total number of employes in Pennsylvania,	3	$6,000 00

CHARACTERISTICS OF ROAD.

Gauge of track,	4 ft. 8½ in.

PHILADELPHIA, HARRISBURG AND PITTSBURGH RAILROAD COMPANY.

Date of organization: July 24, 1890.

If a consolidated company, name the constituent companies: Formed by merger of the Harrisburg and Shippensburg and Harrisburg Terminal railroads on July 24, 1890.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim,	Philadelphia,	First Monday in May, 1892.
I. A. Sweigard,	Philadelphia,	do.
A. Foster,	Riverton, N. J.,	do.
A. H. O'Brien,	Philadelphia,	do.
R. S Davis,	Philadelphia,	do.
C. H. Quarles,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: First Monday of May, 1891.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia, Harrisburg and Pittsburgh railroad.	Harrisburg,	Shippensburg,	Philadelphia and Reading R. R. Co.	40.60	40.60

Leased to the Philadelphia and Reading Railroad Company on October 15, 1890, under which that company pays expense of operating, all taxes and fixed charges, etc.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$3,039,633 70	Capital stock, ...	$2,000,000 00
Cash and current assets, ...	1,946 75	Current liabilities, ...	1,041,580 45
Total, ...	$3,041,580 45	Total, ...	$3,041,580 45

IMPORTANT CHANGES DURING THE YEAR.

Extension between Harrisburg and Bowmansdale opened April 20, 1891.

Road organized by merger of Harrisburg and Shippensburg and Harrisburg Terminal Railroad Company on July 24, 1890.

PHILADELPHIA AND LEHIGH VALLEY RAILROAD COMPANY.

Date of organization: Articles of association filed November 22, 1883.

By what authority incorporated: Act approved April 4, 1868, and the supplements thereto.

This company's railroad is not in operation.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
W. H. Barnes, ...	Philadelphia, ...	May 10, 1892.
John P. Green, ...	Philadelphia, ...	do.
Wm. A. Patton, ...	Radnor, Delaware county, Pa., . . .	do.
G. B. Roberts, ...	Philadelphia, ...	do.
N. Parker Shortridge, ...	Wynnewood, Montgomery county, Pa.	do.
Henry D. Welsh, ...	Philadelphia, ...	do.

Date of last meeting of stockholders for election of directors: May 12, 1891.

Post-office address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President, ...	J. N. DuBarry, ...	233 South Fourth street, Philadelphia.
Secretary.	Albert Hewson, ...	do. do.
Treasurer, ...		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road contemplated.	Total mileage of road in Pennsylvania.
	From—	To—		
Philadelphia and Lehigh Valley railroad.	A connection with the Pennsylvania Schuylkill Valley railroad near the mouth of Perkiomen creek.	Allentown.	40	40

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$22,104 90	Capital stock.	$40,000 00
Cash and current assets.	17,565 57	Rents of real estate.	276 42
Other assets:			
Expenses:	471 95		
Taxes.	54 00		
Total	$40,276 42	Total.	$40,276 42

PHILADELPHIA MIDLAND RAILROAD COMPANY.

Date of organization: July 18, 1885.

By what authority incorporated: Acts of assembly April 8, 1861, and May 25, 1878.

If a consolidated company, name the constituent companies: Not a consolidated company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
A. P. Burchell.	Philadelphia.	H. F. Rutter.	Philadelphia.
Lewis Neilson.	do.	Wm. Sellers.	do.
George E. Peabody. . . .	do.	B. H. Taylor.	do.

The property and franchises of this company were sold under judicial proceeding, March 3, 1890, for a sum less than the claims under which sold. The organization is maintained for the purpose of marshaling assets.

Date of last meeting of stockholders for election of directors: May 5, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	W. H. Barnes.	Philadelphia.
Secretary and Treasurer.	Albert Hewson.	do.

PHILADELPHIA, NEWTOWN AND NEW YORK RAILROAD COMPANY.

Date of organization: Not known.

By what authority incorporated: Pennsylvania. Original name Philadelphia and Motgomery County railroad.

Incorporated by act of April 2, 1860.

Pamphlet laws 677, supplement April 1, 1863; laws of 1864, page 1074, and March 23, 1865, pamphlet laws, 674.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Smith Harper,	Philadelphia,	First Monday of	May, 1892.
Wm. M. Geary,	Philadelphia,	do.	do.
John Slingluff,	Norristown, Pa.,	do.	do.
W. H. Slingluff,	Norristown, Pa.,	do.	do.
H. C. Crawford,	Norristown, Pa.,	do.	do.
C. H. Stinson,	Norristown, Pa.,	do.	do.
J. P. H. Jenkins,	Norristown, P.,	do.	do.
J. P. Hutchinson.	Newtown, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office: 318 DeKalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	James Boyd,	Norristown, Pa.
Secretary and Treasurer,	Howard Boyd,	Norristown, Pa.
Auditor,	O. C. Knipe,	Norristown, Pa.
General Superintendent,	Wm. M. Geary.	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line.	Erie avenue, Philadelphia,	Newtown, Pa.,	20.90	20.90
Total mileage operated.			20.90	20.90

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$1,900,000 00	Capital stock,	$1,200,000 00
Cash and current assets,	78,879 06	Funded debt,	700,000 00
Profit and loss,	170,601 90	Current liabilities.	249,480 96
Total,	$2,149,480 96	Total.	$2,149,480 96

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Erie avenue, Philadelphia,	Newtown,	20.90	$3,349 82

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	$3,652 00	
General office clerks,	2	340 00	$0 54
Station agents,	10	4,625 90	1 07
Enginemen,	4	4,600 00	3 46
Firemen,	4	2,700 00	2 14
Conductors,	4	4,300 00	3 24
Other trainmen,	12	5,300 00	1 60
Carpenters,	8	4,076 00	1 80
Section foremen,	7	3,388 06	1 27
Other trackmen,	25	8,100 00	1 05
Switchmen, flagmen and watchmen,	4	1,200 00	1 53
Telegraph operators and dispatchers,	2	330 00	74
All other employes and laborers,	5	1,230 54	1 00
Total,	91	$43,842 50	
Distribution of above:			
General administration,	5	$2,792 00	$1 78
Maintenance of way and structures,	44	17,994 60	1 31
Conducting transportation,	42	23,055 90	1 75
Total,	91	$43,842 50	$1 61
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	91		
Total yearly compensation of employes in Pennsylvania,		$43,842 50	$1 61

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	10	10
Trestles:		
Number,	4	4
Aggregate length (feet),	735	735

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PHILADELPHIA AND READING RAILROAD COMPANY.

Date of organization: April 4, 1833.

By what authority incorporated: Act of April 4, 1833, and amendments.

If a consolidated company, name the constituent companies: Northern Liberties and Penn Township railroad, act of April 23, 1829; Port Kennedy railroad, act of March 8, 1859; Lebanon Valley railroad, act of April 1, 1836; Schuylkill and Susquehanna railroad, act of April 5, 1826; Mount Carbon railroad, act of April 20, 1829; Mahanoy and Shamokin railroad, act of February 18, 1871; Moselem railroad, act of March 23, 1865; West Reading railroad, act of March 20, 1860, and Lebanon and Tremont railroad.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim,	Philadelphia,	Second Monday in January, 1892.
Henry C. Gibson,	Philadelphia,	do. do.
Thomas Cochran,	Philadelphia,	do do.
Thomas Dolan,	Philadelphia,	do. do.
A. J. Antelo,	Philadelphia.	do. do.
James Boyd,	Norristown, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President and General Manager,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	Philadelphia.
Treasurer,	W. A. Church,	Philadelphia.
Comptroller,	Daniel Jones,	Philadelphia.
Auditor Disbursements,	W. G. Brown,	Philadelphia.
Audltor Traffic Receipts,	George Zelgler.	Philadelphia.
Auditor Freight Traffic,	W. B. Scott,	Philadelphia.
Auditor Coal Traffic,	H. W. Hancock.	Philadelphia.
Auditor Passenger Traffic,	C. H. Quarles,	Philadelphia.
General Agent,	C. F. Kindred,	Philadelphia.
Chief Engineer,	H. K. Nicholas,	Philadelphia.
Assistant Chief Engineer,	Wm. Hunter,	Philadelphia.
General Passenger Agent,	C. G. Hancock,	Philadelphia.
General Freight Agent,	B. H. Bail,	Philadelphia.
Assistant General Freight Agent,	F. W. Stone,	Philadelphia.
General Superintendent,	I. A. Sweigard,	Philadelphia.
Assistant General Superintendent,	M. F. Bonzano,	Reading, Pa.
Division Superintendent	C. M. Lowler,	Williamsport, Pa.
Division Superintendent,	H. W. Tracy,	Pine Grove. Pa.
Division Superintendent,	W. G. Yetter,	Catawissa, Pa.
Division Superintendent,	A. M. Wilson,	Columbia, Pa.
Superintendent of Telegraph.	E. R. Adams,	Reading, Pa.
Superintendent M. P. and R. E.,	L. B. Paxson,	Reading, Pa.
General Baggage Agent,	H. W. Souders,	Philadelphia.
Superintendent of Steam Colliers,	W. B. Gallagher,	Philadelphia.
Superintendent of Canals,	E. F. Smith,	Philadelphia.
Real Estate Agent,	J. H. Loomis,	Philadelphia.
Purchasing Agent,	A. Foster,	Philadelphia.
Transportation Master,	O. W. Stager.	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line,	Philadelphia,	West Falls,	98.40	98.40
	Wayne Junction,	Tabor Junction,		
	Port Richmond,	Mt. Carbon,		
Northern Liberties & Penn Twp. branch,	Broad Street, Phila.,	Delaware river, Phila.,	1.40	1.40
Port Kennedy branch,	Port Kennedy, Pa.,	Lime Kilns, Pa.,	1.20	1.20
Lebanon Valley branch,	Reading, Pa.,	Harrisburg, Pa.,	53.70	53.70
Lebanon and Tremont branch,	Lebanon, Pa.,	Brookside, Pa.,	42.20	42.20
Schuylkill and Susquehanna branch,	Auburn, Pa.,	Rockville, Pa.,	53.40	53.40
Mount Carbon branch,	Mt. Carbon, Pa.,	Wadesville and Mt. Laffy, Pa.	8.50	8.50
Mahanoy and Shamokin branch,	New Castle and Mahanoy City,	Port Trevorton, Pa.,	64.60	64.60
Moselem branch,	Leesport, Pa.,	Leesport Iron Works,	1.70	1.70
West Reading branch,	Third street, Reading,	Foot of 6th St. Reading,	1.90	1.90
Colebrookdale Railroad Company,	Pottstown, Pa.,	Barto, Pa.,[1]	12.80	12.80
Pickering Valley Railroad Company,	Phœnixville, Pa.,	Byers, Pa.,	11.30	11.30
East Pennsylvania Railroad Company,	Reading, Pa.,	Allentown,	36.00	36.00
Allentown Railroad Company,	Topton, Pa.,	Kutztown, Pa.,	4.50	4.50
Little Schuylkill Navigation, Railroad and Coal Company.	Port Clinton, Pa.,	Tamaqua and Reevesdale.	28.10	28.10
Mine Hill & Schuylkill Haven R. R. Co.,	Schuylkill Haven, Pa.,	Locust Gap Junction,	51.80	51.80
	Schuylkill Haven, Pa.,	Tremont,		
	Schuylkill Haven, Pa.,	New Lincoln,		
Mt. Carbon & Port Carbon Railroad Co.,	Mt. Carbon, Pa.,	Port Carbon, Pa.,	2.50	2.50
Mill Creek and Mine Hill Navigation and Railroad Company.	Mill Creek Junction,	New Castle, Pa.,	3.80	3.80
Schuylkill Valley Navigation & R. R. Co.,	Port Carbon,	Reevesdale,	11	11
East Mahanoy Railroad Company,	Connect. with Nesq. Valley railroad,	E. M. Tunnel. Pa.,	14.10	14.10
	East Mahanoy Junct'n,	St. Nicholas, Pa.,		
Shamokin, Sunbury & Lewisburg R. R. Co.	West Milton, Pa.,	Shamokin, Pa.,	31.10	31.10
Philadelphia, Germantown and Norristown Railroad Company.	Philadelphia,	Germantown, Pa.,	29.50	29.50
	Philadelphia,	Norristown, Pa.,		
	Conshocken, Pa.,	Oreland, Pa.,		
Chestnut Hill Railroad Company,	Germantown, Pa.,	Chestnut Hill, Pa.,	4	4
Catawissa Railroad Company,	Tamanend, Pa.,	Newberry Junct., Pa.,	96.50	96.50
Philadelphia and Chester branch,	Gray's Ferry,	Thurlow,	15.30	15.30
North Pennsylvania Railroad Company,	Philadelphia,	Bethlehem, Pa.,	86.40	86.40
	Lansdale, Pa.,	Doylestown, Pa.,		
	Jenkintown, Pa.,	Delaware river,		
Delaware and Bound Brook Railroad Co.,	Delaware river, N. J.,	Bound Brook Junct., N. J.	33.70	
	Trenton Junction, N. J.	Trenton, N. J.,		
Norristown Junction Railroad Company,	Mill street, Norristown,	Marshall St., Norrist'n,	.40	.40
Schuylkill & Lehigh Railroad Company,	Reading,	Slatington, Pa.,	44	44
Philadelphia, Harrisburg and Pittsburgh Railroad Company.	Harrisburg,	Shippensburg, Pa.,	40.60	40.60
Total mileage operated,			884.40	850.70

CAPITAL STOCK.

DESCRIPTION.	Par value of shares.	Total amount authorized by law.	Amount outstanding.	Manner of payment for capital stock	Number of shares.	Total cash realized.	Give particulars and explanations.
Capital stock, common,	$50 00	Not limited.	$39,775,361 78	Issued for cash, Issued for construction, Issued for reorganization,	789.607	$39.775.361 78	Issued for cash, property purchased and acquired, dividends and conversion of bond.
Total,	$50 00		$39,775,361 78		789.607	$39,775,361 78	

FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS. ETC.

CLASS OF BOND OR OBLIGATION.	TIME. Date of issue.	TIME. When due.	Amount of authorized issue.	Amount outstanding.	INTEREST. Rate.	INTEREST. When payable.	INTEREST. Amount accrued during year.
Prior mortgage loans.	Various.	1910,	$6,180,000 00	$2.466.700 00	6	J. and J.,	$148.002 00
Prior mortgage loans,	1857.	1910.	7.000,000 00	79,000 00	4½	J. and J.,	3.555 00
Prior mortgage loans.	1868.	1893,	2,700.000 00	2.700,000 00	7	A. and O.,	189,000 00
Consolidated mortgage,	1871,	1911,	25,000,000 00	8.162,000 00	6	J. and D.,	489,720 00
Consolidated mortgage.	1871.	1911,		10,649,000 00	7	J. and D.,	745.430 00
Improvement mortgage,	1873.	1897.	10.000.000 00	9.364.000 00	6	A. and O.,	561,840 00
Income mortgage.	1876,	1896.	10,000,000 00	1,000 00	7	J. and D.,	
Consolidated mortgage,	1882,	1922.	80.000,000 00	5,767,042 00	5	M. and N.,	288.275 00
Consolidated mortgage,	1883.	1933,	80.000.000 00	1,535 00	5	F. and A.,	
General mortgage.	1888.	1958.	100.000,000 00	38.104.658 77	4	J. and J.,	1,547,814 80
First preferred income mortgage,	1888.	1958.	24.400.000 00	23,948.158 20		Feb.,	
Second preferred income mortgage.	1888,	1958.	22.500,000 00	16,176,326 28		Feb.,	
Third preferred income mortgage,	1888.	1958.		18,364.099 67		Feb.,	
Real estate bonds.	Various,	Various,		2.143,075 48	Various,	Various,	135,655 10
Conv. adj. scrip,	1883.	1888.	4,000,000 00	1.810 00	6	J. and J.,	
Debenture loan,	1868,	1893.		1.100 00	6	J. and J.,	
Debenture loan,	1868.	1893,		6,000 00	4	J. and J.,	140 00
Debenture loan,	1878.	1898.	900.000 00	1,000 00	6	M. and N.,	
Debenture and convert. loan,	1873,	1893,	10,500,000 00	10,800 09	7	J. and J.,	
Debenture and guarantee scrip.	1877,	1882-4,		7,250 00	6	J. and J.,	
Deferred income bonds,	1882,		34,300.000 00	*7,670,427 09			
Total,				$145,564,982 49			$4,109,431 90

* Issue price.

FUNDED DEBT—*Continued.*

CAR TRUST OBLIGATIONS.—A. GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Equipment covered.
Car trust certificates, ...	Feb. 15, 1883, .	10 years, .	10	43 locomotives, 1 tender and 2 baggage, 18 passenger, 3,245 freight cars and 3 snow plows.
Car trust certificates, series B,	March 15, 1884,	10 years. .	10	45 locomotives, 28 passenger cars and 1,002 freight cars.
Car trust certificates, series C,	July 1, 1887, . .	10 years, .	40	12 locomotives, 69 passenger cars, 20 baggage and combination cars and 1,676 freight cars.
Car trust certificates, series D,	March 1, 1890. .	10 years, .	10	50 locomotives, 43 passenger cars, 7 combination cars, 4,000 freight cars, 15 coal barges.

B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		Deferred payments—interest. Amount accrued during year.
		Original amount.	Amount outstanding.	
Issue February 15, 1883, ...	$2,000,000 00	$2,000,000 00	$400,000 00	$31,500 00
Series B, ...	1,110,000 00	1,110.000 00	306,000 00	22,695 00
Series C.	1,200,000 00	1,200,000 00	750,000 00	40.750 00
Series D, ...	3,000,000 00	3,000,000 00	2,790.000 00	175,295 73
Total, ...	$7,310,000 00	$7,310,000 00	$4,246.000 00	$270,240 73

RECAPITULATION OF FUNDED DEBT.

ACCOUNT.	Amount outstanding.	Amount of interest accrued during year.
Common, income and collateral trust bonds, etc., ...	$145,564,982 49	$4,109,431 90
Car trust obligation, ...	4,246,000 00	270,240 73
Total, ...	$149,810,982 49	$4,379.672 63

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash, ...	$1,155,207 94	Loans and bills payable.	$1,810,837 38
Bills receivable, ...	72.312 09	Audited vouchers and accounts, . .	1,129,827 51
Due from agents, ...	988.684 58	Wages and salaries, ...	625,093 89
Net traffic balances due from other companies, ...	254,807 65	Matured interest coupons unpaid (including coupons due July 1), .	971.632 03
Due from solvent companies and individuals, ...	3,721,134 62	Rentals due July 1, ...	372,394 50
Other cash assets (including materials and supplies on hand), ...	963,916 77	Balance—Cash assets, ...	2,246,278 34
Total, ...	$7,156.063 65	Total, ...	$7,156,063 65

RECAPITULATION.

A.—MILEAGE OWNED.

Capital stock,	$39,775,361 78
Bonds,	145,564,982 49
Car trust obligations,	4,246,000 00
Total,	$189,586,344 27

B.—MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED).

NAME OF ROAD.	Capital stock.	Funded debt.
Main line and branches owned,	$39,775,361 78	$149,810,982 49
Colebrookdale Railroad Company,	297,215 00	600,000 00
Pickering Valley Railroad Company,	95,655 00	332,300 00
East Pennsylvania Railroad Company,	1,734,450 00	495,000 00
Allentown Railroad Company,	1,268,884 47	. . . . .
Little Schuylkill Navigation Railroad and Coal Company,	2,487,850 00	. . . . .
Mine Hill and Schuylkill Haven Railroad Company,	4,210,200 00	. . . . .
Mount Carbon and Port Carbon Railroad Company,	282,350 00	. . . . .
Mill Creek and Mine Hill Navigation and Railroad Company,	323,375 00	. . . . .
Schuylkill Valley Navigation and Railroad Company,	576,050 00	. . . . .
East Mahanoy Railroad Company,	515,800 00	. . . . .
Shamokin, Sunbury and Lewisburg Railroad Company,	2,000,000 00	2,000,000 00
Philadelphia, Germantown and Norristown Railroad Company,	2,246,900 00	. . . . .
Catawissa Railroad Company,	3,200,000 00	1,530,500 00
Chester and Delaware River Railroad Company,	39,550 00	. . . . .
North Pennsylvania Railroad Company,	4,721,250 00	7,200,000 00
Delaware and Bound Brook Railroad Company,	1,800,000 00	1,800,000 00
Norristown Junction Railroad Company,	20,000 00	40,000 00
Schuylkill and Lehigh Railroad Company,	50,000 00	1,000,000 00
Chestnut Hill Railroad Company,	120,650 00	. . . . .
Philadelphia, Harrisburg and Pittsburgh Railroad Company,	2,000,000 00	. . . . .
Total,	$67,765,541 25	$164,808,282 49

PERMANENT IMPROVEMENTS DURING THE YEAR.

ITEM.	EXPENDITURES DURING THE YEAR.		
	Included in operating expenses.	Not included in operating expenses.	Total expenditures.
Construction:			
Other real estate,	. . . . .	$247,865 79	$247,865 79
Bridges and trestles,	129,420 06	135,055 81	264,475 87
Rails,	158,698 86	. . . . .	158,698 86
Buildings, furniture and fixtures.	142,246 06	13,744 36	155,990 42
Wharfing, etc.,	. . . . .	170 56	170 56
Sidings and yard extensions,	48,395 80	411,641 49	460,037 29
Other items,	82,521 92	693 69	83,215 61
Total construction,	$561,282 70	$809,171 70	$1,370,454 40
Equipment:			
Locomotives,	. . . . .	$471,275 00	$471,275 00
Passenger cars,	. . . . .	232,108 84	232,108 84
Combination cars,	. . . . .	23,410 00	23,410 00
Freight cars,	. . . . .	1,918,800 00	1,918,800 00
Floating equipment,	. . . . .	438,324 43	438,324 43
Total equipment,	. . . . .	$3,083,918 27	$3,083,918 27
Grand total, construction and equipment,	$561,282 70	$3,893,089 97	$4,454,372 67

COST OF ROAD AND EQUIPMENT.

ITEM.	Total cost to June, 30, 1890.	Net additions during year.	Total cost to June 30, 1891.
Construction:			
Right of way, other real estate, fences, grading and bridge and culvert masonry, bridges and trestles, rails, ties, other superstructure, buildings, furniture and fixtures, shop machinery and tools, engineering expenses, interest during construction, discount on securities sold for construction, telegraph line, wharfing, etc., sidings and yard extensions, terminal facilities and elevators, road built by contract, purchase of constructed road, other items.	$84,258,210 71	$809,171 70	$85,067,382 41
Total construction,	$84,258,210 71	$809,171 70	$85,067,382 41
Equipment:			
Locomotives, passenger cars, sleeping, parlor and dining cars, baggage, express and postal cars, combination cars, freight cars, other cars of all classes,	$12,637,703 71	$2,645,593 84	$15,283,297 55
Floating equipment,	1,229,892 82	438,324 43	1,668,217 25
Total equipment,	$13,867,596 53	$3,083,918 27	$16,951,514 80
Grand total cost, construction and equipment,	$98,125,807 24	$3,893,089 97	$102,018,897 21

INCOME ACCOUNT.

Gross earnings from operation,	$21,248,933 60	
Less operating expenses,	11,631,391 27	
Income from operation,		$9,617,542 33
Interest on bonds owned,	$263,949 59	
Dividends on stocks owned,		
Net miscellaneous income,	268,937 35	
Income from other sources,		532,886 94
Total income,		$10,150,429 27
Deductions from income:		
Interest on funded debt accrued,	$4,379,727 63	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.	180,307 15	
Rentals, including tracks, yards and terminals,	2,915,161 84	
Taxes,	530,458 54	
Other deductions,	81,257 94	
Total deductions from income,		8,086,913 10
Net income.		$2,063,516 17
Other payments from net income,	$1,995,983 24	
Total,		1,995,983 24
Surplus from operations of year ending June 30, 1891,		$67,532 93
Additions for year,		13,428 97
Surplus on June 30, 1890,		1,253,792 10
Surplus on June 30, 1891,		$1,334,754 00

EARNINGS FROM OPERATION.

Total passenger revenue,	$3,984,735 64
Mail,	74,232 34
Express,	415,655 46
Total,	$4,474,623 44
Total freight earnings,	16,714,854 65
Total passenger and freight earnings,	$21,189,478 09
Earnings from other sources,	59,455 51
Total gross earnings from operation,	$21,248,933 60

MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Real estate and dwellings,	$223,659 03	$37,455 58	$186,203 45
Canals,	89,151 33	57,745 16	31,406 17
Collieries and barges,	683,168 86	631,841 13	51,327 73
Total,	$995,979 22	$727,041 87	$268,937 35

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway,	$1,150,383 91
Renewals of rails,	158,693 86
Renewals of ties,	378,120 02
Repairs of bridges and culverts,	221,284 78
Repairs of buildings,	284,012 83
Repairs of docks and wharves,	59,244 91
Other expenses,	256,483 86
Total,	$2,508,229 17
Maintenance of equipment:	
Repairs and renewals of locomotives,	$891,694 09
Repairs and renewals of passenger cars,	213,996 30
Repairs and renewals of freight cars,	770,480 96
Shop machinery, tools, etc.,	53,286 01
Other expenses,	53,196 97
Total,	$1,982,654 33
Conducting transportation:	
Wages of enginemen, firemen and roundhouse men, and other trainmen,	$3,318,718 08
Fuel for locomotives,	899,385 08
Water supply for locomotives,	249,543 84
All other train supplies,	107.530 07
Wages of switchmen, flagmen and watchmen,	283,516 68
Expense of telegraph, including train dispatchers and operators,	83,945 58
Wages of station agents, clerks and laborers,	1,029,805 19
Station supplies,	94,081 06
Car mileage—balance,	185,261 28
Loss and damage,	40,381 64
Injuries to persons,	70,822 64
Other expenses,	81,943 35
Total,	$6,444,934 49
General expenses:	
Salaries of officers, Salaries of clerks,	$272,367 11
Agencies, including salaries and rent,	67,672 89
Advertising,	10,409 86
Commissions,	71,089 87
Rentals not otherwise provided for,	71,282 28
Legal expenses,	53,734 76
Stationery and printing,	17,229 23
Other general expenses,	131,787 28
Total,	$695,573 28

OPERATING EXPENSES—*Continued.*

Recapitulation of expenses:	
Maintenance of way and structures,	$2,508,229 17
Maintenance of equipment,	1,982,654 33
Conducting transportation,	6,444,934 49
General expenses,	695,573 28
Grand total,	$11,631,391 27
Percentage of operating expenses to earnings,	54.74

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stocks guaranteed.	Cash.	Total.
Mine Hill and Schuylkill Haven R. R. Co.,		$336,816 00		$336,816 00
Mount Carbon and Port Carbon R. R. Co.,		36,250 00		36,250 00
Mill Creek and Mine Hill Navigation and R. R. Co.		33,000 00	$808 44	33,808 44
Schuylkill Valley Navigation and R. R. Co.,		29,450 00	1,440 12	30,890 12
Little Schuylkill Navigation R. R. and Coal Co.,		215,092 00	2,000 00	217,092 00
East Pennsylvania R. R. Co.,	$19,800 00	104,067 00	5,168 10	129,035 10
Phila., Germantown and Norristown R. R. Co.,	2,400 00	269,623 34	21,481 40	293,504 74
Chestnut Hill R. R. Co.,		14,478 00	2,723 90	17,201 90
Catawissa R. R. Co.,	104,830 00	226,000 00	8,000 00	338,830 00
North Pennsylvania R. R. Co.,	492,000 00	377,464 66	30,885 00	900,349 66
Delaware and Bound Brook R. R. Co.,	122,540 00	142,926 68	28,233 68	293,700 36
Shamokin, Sunbury and Lewisburg R. R. Co.,	110,000 00		720 00	110,720 00
Swedes Ford Bridge Co.,		2,405 00	50 00	2,455 00
Allentown Terminal R. R. Co.,	6,000 00	7,500 00		13,500 00
Phila., Harrisburg and Pittsburgh R. R. Co.,	74,999 98			74,999 98
Colebrookdale R. R. Co.,			13,290 80	13,290 80
Pickering Valley R. R. Co.,			4,660 65	4,660 65
Allentown R. R. Co.,			3,066 17	3,066 17
Schuylkill and Lehigh R. R. Co.,	27,000 00		60	27,000 60
Schuylkill Navigation Co.,	9,619 82	393 93		10,013 75
Susquehanna Canal Co.,	17,976 57		10,000 00	27,976 57
Total rentals.	$987,166 37	$1,795,466 61	$132,528 86	$2,915,161 84

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$85,067,382 41	Capital stock,	$39,775,361 78
Cost of equiment,	16,951,514 80	Funded debt,	149,810,982 49
Bonds of other companies owned,	4,220,723 10	Current liabilities,	4,909,785 31
Stocks of other companies owned,	8,646,842 63	Accrued interest on funded debt not yet payable,	379,134 59
Other permanent investments,	83,925,239 63	Accrued rentals not yet payable,	522,104 72
Cash and current assets,	7,156,063 65	Sundries,	9,672,708 26
Other assets:		Unmatured instalments on equipment purchased,	1,779,228 66
Sundries,	2,216,293 59	Profit and loss,	1,334,754 00
Total,	$208,184,059 81	Total,	$208,184,059 81

IMPORTANT CHANGES DURING THE YEAR.

The Philadelphia, Harrisburg and Pittsburgh Railroad Company, lease dated October 15, 1890, for 999 years.

Stock issued,		$295,000 00
Bonds issued:		
General mortgage loan,	$1,894,219 00	
First preference income mortgage loan,	310 00	
Second preference income mortgage loan,	505 75	
Car trust certificates, series D,	3,000,000 00	
		$4,895,034 75

IMPORTANT CHANGES DURING THE YEAR—*Continued.*

Bonds retired:		
Third preference income mortgage loan,	$291,323 78	
Real estate bonds,	3,500 00	
Debenture convertible bonds,	3,000 00	
Debenture and guaranteed scrip,	350 00	
Car trust certificates of February 15, 1883,	200,000 00	
Car trust certificates, series B,	102,000 00	
Car trust certificates, series C,	120,000 00	
Car trust certificates, series D,	210,000 00	
		$930,173 78
Net increase,		$3,964,860 97

CONTRACTS, AGREEMENTS, ETC.

United States Express Company. The railroad company furnishes cars and motive power for which express company pays percentage of gross receipts.

United States Government. No contracts; terms vary on the several routes.

Pullman Palace Car Company. The parlor car company furnishes its own cars.

SECURITY FOR FUNDED DEBT.

The following mortgages were executed on January 3, 1888, and are liens in the order named upon the entire property, leasehold interests and equipment of the company:

General mortgage loan,	$100,000,000 00
First preference income mortgage loan,	24,400,000 00
Second preference income mortgage loan,	22,500,000 00
Third preference income mortgage loan,	Not limited.

These mortgages severally provided for the retirement of the funded debt.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	47	$230,110 12	. . . . .
General office clerks,	542	393,396 60	$2 32
Station agents,	319	175,635 84	1 72
Other station men,	617	293,646 08	1 52
Enginemen,	701	667,092 63	3 04
Firemen,	635	395,391 36	1 98
Conductors,	615	469,976 88	2 36
Other trainmen,	1,936	1,110,715 64	1 66
Machinists,	497	344,430 00	2 22
Carpenters,	682	386,958 56	1 81
Other shopmen,	1,147	553,305 34	1 54
Section foremen,	213	120,167 30	1 80
Other trackmen,	1,687	689,544 00	1 30
Switchmen, flagmen and watchmen,	928	386,498 52	1 33
Telegraph operators and dispatchers,	439	280,450 92	2 04
Employes—account floating equipment,	250	172,475 28	2 17
All other employes and laborers,	2,935	1,333,160 28	1 45
Total,	14,190	$8,002,955 35	$1 80
Distribution of above:			
General administration,	589	$623,506 72	$3 38
Maintenance of way and structures,	2,054	904,713 54	1 41
Maintenance of equipment,	1,168	619,649 76	1 70
Conducting transportation,	10,379	5,855,085 33	1 80
Total,	14,190	$8,002,955 35	$1 80

PASSENGER, FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMN FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic :				
Number of passengers carried earning revenue,	18,648,316			
Number of passengers carried one mile,	213,064,765			
Average distance carried,	11.425			
Total passenger revenue,		3,984,735	64	
Average amount received from each passenger,			21	368
Average receipts per passenger per mile,			01	870
Passenger earnings per mile of road,		5,059	50	185
Passenger earnings per train mile,			91	604
Freight traffic :				
Number of tons carried of freight earning revenue,	21,084,490			
Number of tons carried one mile,	1,631,312,501			
Average distance haul of one ton,	77.370			
Total freight revenue,		16,714,854	65	
Average amount received for each ton of freight,			79	276
Average receipts per ton per mile,			01	025
Freight earnings per mile of road,		18,899	65	474
Freight earnings per train mile,		2	21	117
Passenger and freight :				
Passenger and freight earnings,		21,189,478	09	
Passenger and freight earnings per mile of road,		23,959	15	659
Expense per mile of road,		13.151	73	142
Total earnings per mile of road, including mails, express, etc,		24,026	38	354
Number of passenger trains, daily average,	652			
Number of freight trains, daily average,	573			
Number of mixed trains, daily average,	15			
Train mileage :				
Miles run by passenger trains,	4,884,763			
Miles run by freight trains,	7,558,826			
Total milcage of trains earning revenue,	12,443,589			
Miles run by switching trains,	5,165,851			
Miles run by construction and other trains,	403,664			
Grand total train mileage,	18,013,104			

FREIGHT TRAFFIC MOVEMENT (APPROXIMATED).

COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture :	*Whole tons.*	*Whole tons.*		
Grain,	60,952	243,813	304.765	1.45
Flour,	60,812	182,435	243,247	1.15
Other mill products,	38,879	116,637	155,516	.74
Hay,	46,207	11,552	57,759	.27
Tobacco.	20,200	2,244	22,444	.11
Cotton,	. . . . .	25,744	25,744	.12
Fruit and vegetables,	122,973	6,472	129,445	.61
Products of animals :				
Live stock,	41,246	61,869	103,115	.49
Dressed meats,	7,476	29,903	37.379	.18
Other packing-house products,	9,129	21,299	30,428	.14
Poultry, game and fish,	15,937	1,771	17,708	.08
Wool,	3,951	11,854	15,805	.07
Hides and leather,	19,416	19,416	38,832	.18
Products of mines :				
Anthracite coal,	8,599,686	1,269,748	9,869,434	46.81
Bituminous coal,	. . . . .	1,969,967	1,969,967	9.34
Coke,	. . . . .	548,530	548,530	2.60
Ores,	590,845	590,846	1,181,691	5.60
Stone, sand and other like articles,	1,002,965	111,440	1,114,405	5.29
Products of forest :				
Lumber,	528,963	284,826	813,789	3.86
Manufactures :				
Petroleum and other oils,	15,371	87,099	102,470	.49
Sugar,	54,423	2,864	57,287	.27
Naval stores,	20,256	1,066	21,322	.10
Iron, pig and bloom,	791,627	197,907	989,534	4.69
Iron and steel rails,	113,699	20,065	133,764	.64
Other castings and machinery,	210,810	23,423	234,233	1.11
Bar and sheet metal,	504,219	56,025	560,244	2.66
Cement, brick and lime,	264,193	66,048	330,241	1.57
Agricultural implements,	3,002	3,001	6,003	.03
Wagons, carriages. tools, etc.	15,882	15,882	31,764	.15
Wines, liquors and beers,	45,945	19,691	65,636	.32
Household goods and furniture,	29,893	9,964	39,857	.19
Merchandise,	445,788	445,787	891,575	4.23
Miscellaneous : Other commodities not mentioned above,	470,278	470,279	940,557	4.46
Total tonnage,	14,155,023	6,929,467	21,084 490	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives :						
Passenger,	5	139	139	Westinghouse.		
Freight,	1	265	82	do.		
Switching,	....	86	34	do.		
Special,	....	3				
Total.	6	493	255			
Cars in passenger service :						
First-class passenger cars,	5	220	220	Westinghouse,	220	Miller.
Second-class passenger cars,	5	86	86	do.	86	do.
Combination passenger cars,	1	79	79	do.	79	do.
Baggage, express and postal cars,	1	76	76	do.	76	do.
Other cars in passenger service,	....	2	2	do.	2	do.
Total,	12	463	463	.....	463	
Cars in freight service :						
Box cars,	7	1,353	12	Westinghouse,	23	Van Dooston.
Flat cars,	15	2,194	...	.....	3	do.
Stock cars,	....	120	5	Westinghouse.		
Coal cars,	....	10,145				
Refrigerator cars,	....	60	2	do.		
Other cars,	2	464				
Total.	24	14,336	19	.....	26	
Cars in company's service :						
Gravel cars,	5	275				
Derrick cars.	2	28	12	Westinghouse.		
Caboose cars,	6	198	10	.....	5	Van Dooston.
Other road cars,	....	115	28			
Total.	13	616	50	.....	5	
Cars contributed to fast freight line service : Box cars :	....	253				
Total owned,	49	15,668	532	.....	494	
Cars leased,	5,827	16,097	268	Westinghouse.	8,196 187	Van Dooston. Miller.
Grand total.	5,876	31,765	800	.....	8,887	
Engines, grand total,	....	210	45			

MILEAGE.

MILEAGE OF ROAD BY COMPANY MAKING OPERATING REPORT.

LINE IN USE.	Main line owned.	Branch line owned.	Line operated under lease, contract or otherwise.	Total mileage operated.	Total mileage operated in Pennsylvania.	New line constructed during year.	RAILS.	
							Iron.	Steel.
Miles of single track,	98.40	228.60	557.40	884.40	850.70	1.20	165.00	719.40
Miles of second track,	98.40	69.80	212.00	380.20	353.20	...	14.70	365.50
Miles of yard track, sidings and spurs,	212.00	186.10	357.30	755.40	739.70	35.90	521.50	233.90
Total mileage operated (all tracks),	408.80	484.50	1,126.70	2,020.00	1,943.60	37.10	701.20	1,318.80

MILEAGE OF LINE BY COMPANY NOT MAKING OPERATING REPORT.

Miles of track laid with steel rail on portion of lines owned, leased or operated in Pennsylvania,	1,242.40
Miles of track laid with iron rail on portion of lines owned, leased or operated in Pennsylvania,	701.20

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Steel,	15,651.07	76-90	$30 00	White oak, chestnut, etc.,	636,989	$0 59.36

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMAN.		OTHER EMPLOYES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling,	8	69	....	....	1	....	9	69
Falling from trains and engines,	4	7	....	....	....	....	4	7
Overhead obstructions,	2	8	....	....	....	....	2	8
Collisions,	6	9	....	....	3	....	9	9
Derailments,	....	3	....	....	....	....	....	3
Other train accidents,	6	10	....	1	....	....	6	11
At highway crossings,	....	....	....	....	....	1	....	1
Other causes,	15	25	2	....	23	29	40	54
Total,	41	131	2	1	27	30	70	162

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			TRESPASSERS.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.	14	11	....	....	....	1	15	12
Derailments,	....	2	....	....	....	....	....	2
Other train accidents,	....	2	6	2	....	....	6	4
At highway crossings,	....	....	4	3	7	8	11	11
At stations,	....	....	2	....	2	1	4	1
Other causes,	....	1	67	67	1	5	68	73
Total,	14	16	79	72	10	15	104	103

CHARACTERISTICS OF ROAD.

Bridges :	
Number stone,	207
Number iron,	257
Number wooden,	423
Trestles :	
Number,	229
Aggregate length (feet),	38,021
Tunnels :	
Number,	10
Maximum length (feet),	3,403
Minimum length (feet),	176
Aggregate length of all tunnels (feet),	12,798
Telegraph :	
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	1,120.40
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	4,627.90
Gauge of track,	4 ft. 8½ in.

PHILADELPHIA AND READING TERMINAL RAILROAD COMPANY.

Date of organization : April 13, 1888.

By what authority incorporated : Act of April 4, 1868, and supplement thereto of May 31, 1887.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
A. J. Antelo,	Philadelphia,	First Monday in May, 1892.	
Thomas Dolan,	Philadelphia,	do.	do.
George DeB. Keim,	Philadelphia,	do.	do.
Thomas Cochran,	Philadelphia,	do.	do.
James Boyd,	Norristown, Pa.,	do.	do.
Charlemagne Tower, Jr.,	Philadelphia,	do.	do.

Date of last meeting of stockholders for election of directors : May 4, 1891.

Postoffice address of general office : 227 South Fourth street, Philadelphia.

Postoffice address of operating company : 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Charles C. Midwood,	do.
Treasurer,	W. A. Church,	do.

PROPERTY OPERATED.

Railroad in course of construction in Philadelphia.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,239,473 75	Capital stock,	$300,000 00
Cash and current assets,	274,234 32	Current liabilities,	1,213,708 07
Total,	$1,513,708 07	Total,	$1,513,708 07

PHILADELPHIA AND TRENTON RAILROAD COMPANY.

Date of organization: June 9, 1832.

By what authority incorporated: State of Pennsylvania. February 23, 1882, February 9, 1835, April 13, 1838, April 16, 1838, March 23, 1839, March 17, 1840, June 13, 1842, April 16, 1844, April 16, 1848, May 2. 1855, May 25, 1859, May 29, 1859, April 28, 1864, March 11, 1869.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. M. Dorrance,	Bristol, Pa.,	February 17, 1892.
G. B. Roberts,	Philadelphia.	do.
Vacancy.		
Alexander Biddle,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Montgomery Co., Pa.,	do.
J. N. DuBarry,	Philadelphia,	do.
Alexander M. Fox,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
W. H. Wilson,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Frank Thomson,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: February 18, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: 233 South Fourth St., Philadelphia, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	W. H. Wilson.	Philadelphia.
Secretary,	James R. McClure,	do.
Treasurer,	John M. Wood,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia and Trenton Railroad Company.	Philadelphia,	Morrisville, Pa.	Pennsylvania Railroad Company.	26.50	26.50
Total mileage,				26.50	26.50

Lease dated June 30, 1871, from the "United New Jersey Railroad and Canal Company," and the "Philadelphia and Trenton Railroad Company," for and during the term of nine hundred and ninety-nine years at a yearly rental of (10) ten dollars per share on the outstanding capital stock at date of lease (not including 7,650 shares owned by the united companies), the lessee to maintain and operate the railroad and keep the same in thorough repair and condition, paying all assessments, taxes, charges, transit duties and impositions whatever that may be lawfully imposed or laid.

STOCKS OWNED.

Trenton Delaware Bridge Company, 1,278 shares (total par value),	$127,800 00
Trenton and New Brunswick Turnpike Company, 1,200 shares (total par value),	21,000 00
Total,	$148,800 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$3,524,595 05	Capital stock	$1,259,100 00
Stocks of other companies owned	151,455 56	Current liabilities	1,666,597 05
		Profit and loss	750,353 56
Total	$3,676,050 61	Total	$3,676,050 61

IMPORTANT CHANGES DURING THE YEAR.

Sold Frankford and Holmesburg Railroad Company stock, 500 shares,	$25,000 00
Sold Frankford and Holmesburg Railroad Company 7 per cent. bonds,	25,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	10	10
Number iron	9	9
Number wooden	2	2
Trestles:		
Number	1	1
Aggregate length (feet)	32	32
Telegraph:		
Miles of line owned by this company	26.50	26.50
Miles of wire owned by this company	255.41	255.41
*Miles of line operated by Pennsylvania Railroad Company, lessee	76.66	76.66
Miles of wire operated by Pennsylvania Railroad Company, lessee	255.41	255.41

Gauge of track, 4 ft. 9 in.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD COMPANY.

Date of organization: April 2, 1831.

By what authority incorporated: The Philadelphia, Wilmington and Baltimore Railroad Company is a corporation organized under the laws of the States of Pennsylvania, Delaware and Maryland.

The present Philadelphia, Wilmington and Baltimore Railroad Company is a consolidated company, formed by the merger, under date of March 28, 1877, under authority of an act of Pennsylvania of May 16, 1861, and an act of Delaware of February 22, 1877, of the Philadelphia, Wilmington and Baltimore Railroad Company, New Castle and Frenchtown Turnpike and Railroad Company, chartered by act of the State of Delaware of February 7, 1829, New Castle and Wilmington Railroad Company, chartered by act of the State of Delaware of February 9, 1839, and the Southwark Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831.

*50.16 miles of line belongs to the Western Union Telegraph Company.

The Philadelphia, Wilmington and Baltimore Railroad Company, which was a party to that consolidation, was organized February 5, 1838, by the consolidation under authority of an act of Delaware of February 4, 1833, and an act of Maryland of January 20, 1838, and an act of Pennsylvania of December 19, 1837, of the following companies: (1) The Philadelphia and Delaware County Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831; name changed to Philadelphia, Wilmington and Baltimore Railroad Company, by act of March 14, 1836. (2) The Wilmington and Susquehanna Railroad Company, chartered by act of the State of Delaware of January 18, 1832, into which the Delaware and Maryland Railroad Company, chartered by act of the State of Maryland of March 14, 1832, had been merged by authority of act of Delaware of February 4, 1833, act of Delaware of July 24, 1835, an act of Maryland of March 14, 1836.

(3) The Baltimore and Port Deposit Railroad Company, chartered by act of Maryland of March 5, 1832.

The following is a reference to the acts of incorporation and acts supplementary to or amendatory thereof, of each of the companies now constituting the Philadelphia, Wilmington and Baltimore Railroad Company:

Philadelphia, Wilmington and Baltimore Railroad Company: Acts of Pennsylvania of April 2, 1831 (P. L. p. 353), March 14, 1836 (P. L. p. 86), February 24, 1837 (P. L. p. 20), March 7, 1837 (P. L. p. 39), December 19, 1837 (P. L. p. 1).

Wilmington and Susquehanna Railroad Company: Acts of Delaware of January 18, 1832 (vol. 8, p. 133), February 4, 1833 (vol. 8, p. 272), January 26, 1835 (vol. 8, p. 351), July 24, 1835 (vol. 9. p. 9), June 17, 1836 (vol. 9, p. 36), January 13, 1837 (vol. 9, p. 59).

Delaware and Maryland Railroad Company: Acts of Maryland of March 14, 1832, 1831 chap. 296; March 21, 1833, 1832 chap. 304; March 9, 1835, 1834 chap. 281; March 14, 1836, 1835 chap. 93; April 1, 1836, 1835 chap. 336; February 23, 1837, 1836 chap. 55.

Baltimore and Port Deposit Railroad Company: Acts of Maryland of March 5, 1832, 1831 chap. 288; March 21, 1833, 1832 chap. 304; January 30, 1834, 1833 chap. 78; April 2, 1836, 1835 chap. 327; March 9, 1837, 1836 chap. 136; January 17, 1838, 1837 chap. 4; January 20, 1838, 1837 chap. 30; March 22, 1838, 1837 chap. 270.

Philadelphia, Wilmington and Baltimore Railroad Company: Acts of Pennsylvania subsequent to consolidation, February 27, 1838 (P. L. p. 39), April 16, 1838 (P. L. p. 462), March 16, 1839 (P. L. p. 100), April 12, 1851 (P. L. p. 707), March 29, 1855 (P. L. p. 142), April 27, 1855 (P. L. p. 349).

Acts of Delaware of January 28, 1839 (vol. 9, p. 205), February 12, 1839 (vol. 9, p. 241), February 14, 1839 (vol. 9, p. 243), February 21, 1843 (vol. 9, p. 517), February 22, 1843 (vol. 9, p. 521), February 12, 1845 (vol. 10, p. 42), January 30, 1847 (vol. 10, p. 121), February 4, 1847 (vol. 10, p. 137), February 23, 1849 (vol. 10, p. 196), February 28, 1853 (vol. 11, p. 81), February 26, 1855 (vol. 11, p. 264), February 10, 1859 (vol. 11, p. 79), February 25, 1859 (vol. 11, p. 759), March 11, 1863 (vol. 12, p. 309), February 23, 1869 (vol. 13, p. 652), March 2, 1871 (vol. 14, p. 125), March 3, 1871 (vol. 14, p. 139), March 25, 1872 (vol. 14, p. 339), April 11, 1873 (vol. 14, p. 338), February 22, 1877 (vol. 15, p. 514), February 10, 1881 (vol. 16, p. 670), March 8, 1877 (vol. 15, p. 541), February 27, 1883 (vol. 17, p. 299), February 27, 1883 (vol. 17, p. 302), February 4, 1885 (vol. 17, p. 804).

Acts of Maryland of January 28, 1839, 1838 chap. 126; March 10, 1842, 1841 chap. 307; April 14, 1853, 1852 chap. 138; May 30, 1853, 1853 chap. 411; March 9, 1864, 1864 chap. 211; March 9, 1864, 1864 chap. 335; March 28, 1868, 1868 chap. 233.

Southwark Railroad Company: Acts of Pennsylvania of April 2, 1831 (P. L. p. 360), April 14, 1835 (P. L. p. 274), April 15, 1835 (P. L. p. 341), April 5, 1849 (P. L. p. 389), April 9, 1867 (P. L. p. 984).

New Castle and Frenchtown Turnpike and Railroad Company: Acts of Delaware of February 7, 1829 (vol. 7, p. 313), February 7, 1829 (vol. 7, p. 319), January 26, 1831 (vol. 8, p. 57), February 9, 1832 (vol. 8, p. 175), January 22, 1833 (vol. 8, p. 207), February 16, 1841 (vol. 9, p. 376), February 21, 1843 (vol. 9, p. 515), February 24, 1847 (vol. 10, p. 206), February 7, 1849 (vol. 10, p. 287), February 23, 1849 (vol. 10, p. 354),

February 7, 1852 (vol. 10, p. 652), March 4, 1857 (vol. 11, p. 521), March 19, 1863 (vol. 12, p. 339), March 2, 1867 (vol. 13, p. 218), March 24, 1875 (vol. 15, p. 177), February 22, 1877 (vol. 15, p. 514).

Acts of Maryland of 1809, chap. 64; March 14, 1828, 1827 chap. 207; March 14, 1829, 1828 chap. 198; February 9, 1830, 1829 chap. 64; February 7, 1842, 1841 chap. 265; February 28, 1850, 1849 chap. 249; March 10, 1856, 1856 chap. 249.

New Castle and Wilmington Railroad Company: Acts of Delaware of February 19, 1839 (vol. 9, p. 276), February 2, 1847 (vol. 10, p. 131), January 16, 1852 (vol. 10, p. 662), February 26, 1852 (vol. 10, p. 705), February 22, 1877 (vol. 15, p. 514).

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	233 South Fourth street, Philadelphia,	January 11, 1892.
Jacob Tome,	Port Deposit, Md.,	do.
William Sellers,	1600 Hamilton street, Philadelphia,	do.
Christian Febiger,	Wilmington, Del.,	do.
Frank Thomson,	233 South Fourth street, Philadelphia,	do.
John P. Green,	233 South Fourth street, Philadelphia,	do.
J. N. DuBarry,	233 South Fourth street, Philadelphia,	do.
Henry D. Welsh,	Wissahickon Heights, Chestnut Hill, Phila.,	do.
B. B. Comegys,	Philadelphia National Bank, Philadelphia,	do.
Benjamin F. Newcomer,	15-16 Spear's Wharf, Baltimore, Md.,	do.
Edward Lloyd,	Tunis' Mills, Talbot county, Md.,	do.
Skipwith Wilmer,	207 North Calvert street, Baltimore, Md.,	do.
E. T. Warner,	Wilmington, Del.,	do.
German H. Hunt,	233 East German street, Baltimore, Md.,	do.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	George B. Roberts,	233 South Fourth street, Phila.
Vice President,	Frank Thomson,	233 South Fourth street, Phila.
Secretary,	John C. Sims,	233 South Fourth street, Phila.
Treasurer,	Robert W. Smith,	233 South Fourth street, Phila.
General Solicitor, Attorney or Counsel,	John Scott,	243 South Fourth street, Phila.
Comptroller,	Robert W. Downing,	233 South Fourth street, Phila.
Assistant Comptroller,	M. Riebenack,	233 South Fourth street, Phila.
General Manager,	Charles E. Pugh,	233 South Fourth street, Phila.
Chief Engineer,	William H. Brown,	233 South Fourth street, Phila.
General Passenger Agent,	James R. Wood,	233 South Fourth street, Phila.
General Freight Agent,	William H. Joyce,	243 South Fourth street, Phila.
General Superintendent,	H. F. Kenney,	Broad street station, Phila.
Division Superintendent,	J. B. Hutchinson,	Wilmington, Del.
Division Superintendent,	R. L. Holliday,	Clayton, Del.
Division Superintendent,	Charles J. Bechdolt,	Media, Pa.
General Baggage Agent,	F. J. McWade,	Broad street station, Phila.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Philadelphia, Wilmington and Baltimore railroad.	Philadelphia,	Baltimore, Md.,	94.99	17.50
Southwark branch,	Broad street, Philadelphia.	Dock street, Philadelphia.	1.71	1.71
Brandywine branch,	Landlith, Del.,	Augustine Mills, Del.,	2.14	. . .
Newark and Delaware City branch,	Newark, Del.,	Delaware City, Del.,	11.79	. . .
New Castle and Wilmington branch,	Delaware Junction, Del.	New Castle, Del.,	5.39	. . .
New Castle and Frenchtown branch,	New Castle, Del.,	Porter, Del.,	6.77	. . .
Shellpot branch,	Edgemoor, Del.,	North of Newport, Del.,	5.30	. . .
New Castle branch,	Junction New Castle branch.	Junction, Shellpot branch.	5.51	. . .
Delaware railroad—Main line,	Porter, Del.,	Delmar, Del.,	83.83	. . .
Branch,	Townsend, Del.,	Massey's, Md.,	9.25	. . .
Branch,	Clayton, Del.,	Smyrna, Del.,	1.27	. . .
Branch,	Seaford, Del.,	Oak Grove, Del.,	5.72	. . .
Queen Anne and Kent railroad,	Massey's, Md.,	Centreville, Md.,	25.90	. . .
Delaware and Chesapeake railway,	Clayton, Del.,	Oxford, Del.,	54.29	. . .
Cambridge and Seaford railroad,	Oak Grove, Del.,	Cambridge, Del.,	27.25	. . .
Delaware, Maryland and Virginia railroad.	Harrington, Del., Georgetown, Del.,	Rehoboth, Del., Franklin City, Va.,	97.62	. . .
Philadelphia and Baltimore Central railway—Main line,	West Philadelphia,	Octorara Junction, Md.,	62.62	53.29
Branch,	Wawa, Pa.,	West Chester, Pa.,	9.43	9.43
Branch,	Brandywine Summit, Pa.	Kaolin Works, Pa.,	1.63	1.63
Chester Creek railroad,	Lenni, Pa.,	Lamokin, Pa.,	6.69	6.69
Total mileage operated,			519.10	90.25

BONDS OWNED.

NAME.	Total amount held.	Rate per cent.	Income or interest received.
Delaware Railroad Company mortgage bonds, due 1895,	$103,500 00	6 per ct.,	$5,893 09
Delaware and Chesapeake Railway Company mortgage bonds, due 1912,	56,000 00	4 per ct.,	2,000 00
Philadelphia and Baltimore Central Railroad Company mortgage gold bonds, due 1911,	100,000 00	4½ per ct.,	None matured
Total,	$259,500 00	. . . . .	$7,893 09

NOTE—Interest received as follows: One year on $99,500 Delaware railroad bonds. $4,000 being purchased since last interest period, less $7,691 accrued at time of purchase of $4,000 bonds as above mentioned.

One year on $50,000 Delaware and Chesapeake railway bonds, $6,000 having been purchased since last interest period.

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Cambridge and Seaford Railroad Company,	$500,000 00	. . . . .	. . . . .
Delaware Railroad Company,	746,000 00	6 per ct.	$44,710 50
Delaware and Chesapeake railway,	600,000 00	. . . . .	. . . . .
Junction Railroad Company,	86,550 00	40 per ct.	34,620 00
Philadelphia and Baltimore Central Railroad Company,	2,495,450 00	. . . . .	. . . . .
Queen Anne and Kent Railroad Company,	164,750 00	. . . . .	. . . . .
South Chester Railroad Company (first instalment, $25,000),	250,000 00	. . . . .	. . . . .
Total,	$4,842,750 00	. . . . .	$79,330 50

NOTE—Dividend received on stock of the Delaware Railroad Company was 3 per cent. on $744,350, and 3 per cent. on $746,000.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$16,157,349 81	Capital stock,	$11,819,350 00
Bonds of other companies owned,	277,631 69	Funded debt,	5,527,598 33
Stocks of other companies owned,	1,856,082 35	Current liabilities,	1,476,059 20
Cash and current assets,	1,177,669 85	Sinking funds,	440,000 00
Other assets :		Profit and loss,	1,314,082 47
Sinking fund,	476,000 00		
Sundries,	162,118 62		
Materials and supplies,	470,237 68		
Total,	$20,577,090 00	Total,	$20,577,090 00

IMPORTANT CHANGES DURING THE YEAR.

Slight increase in mileage due to re-measurements.

$864,000 bonds issued, due in 1926.

Bought during year : $4,000 Delaware Railroad Company's bonds, $6,000 Delaware and Chesapeake Railway Company's bonds, $100,000 Philadelphia and Baltimore Central Railroad Company's bonds, $1,650 Delaware Railroad Company's stock, $250,000 South Chester Railroad Company's stock (instalment of $25,000 only paid).

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company, under contract.

United States mails carried.

Sleeping cars furnished by Pullman Palace Car Company under contract ; Pennsylvania railroad and Pullman parlor and dining cars used.

Agreement between the Peninsular Railroad Company of Maryland, the Peninsular Railroad Company of Virginia, consolidated as the New York, Philadelphia and Norfolk Railroad Company.

The Philadelphia, Wilmington and Baltimore Railroad Company and the Pennsylvania Railroad Company, dated May 23, 1882.

Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the New York, Philadelphia and Norfolk Railroad Company, dated September 26, 1883.

Agreement between the Baltimore and Potomac Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, G. C. Wilkins, receiver Alexandria and Washington Railroad Company, and the Alexandria and Washington Railroad Company, and the Washington, Ohio and Western Railroad Company, dated January 7, 1885.

Agreement with Western Union Telegraph Company.

SECURITY FOR FUNDED DEBT.

No mortgage on the road.

All of the bonds issued have the provision that if a mortgage should at any time be placed on the road, they shall be secured under said mortgage.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	19	$53,820 00	. . . . .
General office clerks,	157	142,794 00	$2 49
Station agents,	190	114,410 29	1 65
Other station men,	430	208,784 43	1 56
Enginemen,	190	222,042 12	3 75
Firemen,	194	110,116 71	1 82
Conductors,	184	175,149 49	3 05
Other trainmen,	515	291,687 90	1 82
Machinists,	200	148,855 67	2 39
Carpenters,	291	189,062 37	2 08
Other shopmen,	360	192,214 11	1 71
Section foremen,	124	89,575 84	1 98
Other trackmen,	1,086	417,744 20	1 23
Switchmen, flagmen and watchmen,	308	140,736 64	1 46
Telegraph operators and dispatchers,	218	144,170 64	2 12
Employes, account floating equipment,	6	3,911 00	2 09
All other employes and laborers,	600	288,721 99	1 54
Total,	5,072	$2,933,797 40	$1 82

NOTE—Distribution of above cannot be determined.
Employes in Pennsylvania cannot be determined, as the train employes run from one state to other states.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	27	11
Number iron,	49	13
Number wooden.	7	1
Trestles:		
Number,	31	. . . . .
Aggregate length (feet),	13,606	. . . . .
Telegraph:		
Miles of line owned by this company,	21.30	9
Miles of wire owned by this company,	47.80	24
Miles of line operated by this company,	128.45	26.50
Miles of wire operated by this company,	649.86	161

NOTE—107.15 miles of line and 602.06 miles of wire belong to the Western Union Telegraph Company, of which 17.50 miles of line and 137 miles of wire are in Pennsylvania.

Gauge of track, ... 4 ft. 9 in.

PICKERING VALLEY RAILROAD COMPANY

Date of organization: April 3, 1869.
By what authority incorporated: April 3, 1869.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
A. A. McLeod.	Philadelphia.	Second Monday in January, 1892.	
John Oberholtzer,	Norristown, Pa.,	do.	do.
Samuel Holman,	Chester Springs, Pa.,	do.	do.
Francis Hallman,	Chester Springs, Pa.,	do.	do.
H. K. Brownback,	Downingtown, Pa.,	do.	do.
Morris Fussell.	Chester Springs, Pa.,	do.	do.
Daniel Keeley,	Uwchland, Pa.,	do.	do.
Jacob Beerbrower,	Uwchland, Pa.,	do.	do.
Joseph J. Tustin,	Chester Springs, Pa.,	do.	do.
Levi B. Kaler,	Phœnixville, Pa.,	do.	do.
Levi Oberholtzer.	Phœnixville, Pa.,	do.	do.
Horace Latshaw.	Anselma, Pa.,	do.	do.
Jacob Emory,	Chester Springs, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: 227 South Fourth street, Philadelphia, Pa.
Postoffice address of operating company: 227 South Fourth St., Philadelphia, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	James Boyd.	Norristown, Pa.
Secretary.	Howard Hancock,	Philadelphia.
Treasurer,	John Welch.	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	To—	From—			
Pickering Valley railroad.	Phœnixville, Pa.,	Byers, Pa.,	Philadelphia and Reading Railroad Company.	11.30	11.30

Leased to the Philadelphia and Reading Railroad Company, September 1, 1871, for twenty-nine years. Lesseee pays all expense of operating and to this company as rental, a sum equal to thirty per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$481,399 08	Capital stock,	$95,655 00
Cash and current assets.	147 09	Funded debt.	332,300 00
Profit and loss,	472,915 05	Current liabilities.	520,690 97
		Accrued interest on funded debt not yet payable,	5,815 25
Total,	$954,461 22	Total,	$954,461 22

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Phœnixville, Pa.,	Byers, Pa.,	11.30	$29,407 08

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	3	$240 00
Total,	3	$240 00
Employes in Pennsylvania:		
Total number of employes in Pennsylvania,	3	
Total yearly compensation of employes in Pennsylvania,		$240 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	3	3
Number wooden,	4	4
Trestles:		
Number,	2	2
Aggregate length (feet),	872	872
Gauge of track,		4 ft. 8½ in.

PINE CREEK RAILWAY COMPANY.

Date of organization: February 17, 1870.
By what authority incorporated: State of Pennsylvania, page 149, pamphlet laws.
Operated by the Fall Brook Coal Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt,	New York city,	January 11, 1892.
William K. Vanderbilt,	New York city,	do.
Chauncey M. Depew,	New York city,	do.
H. McK. Twombly,	New York city,	do.
George J. Magee,	Watkins, N. Y.,	do.
Anton Hardt,	Wellsboro', Pa.,	do.
E. G. Schieffelin,	Stokesdale, Pa.,	do.
William Howell,	Antrim, Pa.,	do.
J. B. Niles,	Wellsboro', Pa.,	do.
John W. Bailey,	Wellsboro', Pa.,	do.
Walter Sherwood,	Wellsboro', Pa.,	do.
Jefferson Harrison,	Wellsboro', Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: Wellsboro', Pa.
Postoffice address of operating company: Corning, N. Y.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Henry Sherwood,	Wellsboro', Pa.
Vice President,	George J. Magee,	Corning, N. Y.
Secretary and Treasurer,	E. V. W. Rossiter,	Grand Central Station, New York city.
Chief Engineer,	Anton Hardt,	Corning, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pine Creek railway,	Stokesdale Junction, Pa.,	Newberry Junction, Pa.	Fall Brook Coal Company.	74.80	74.80
Total mileage,				74.80	74.80

This road is operated by the Fall Brook Coal Company under contract of lease, dated December 18, 1882, the lessee paying thirty per cent. of the gross earnings as rental in full under said lease. Lease twenty years from June 30, 1883.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$4,637,379 61	Capital stock,	$1,000,000 00
Cash and current assets,	3,585 96	Funded debt,	3,622,000 00
Profit and loss,	390,514 81	Current liabilities,	391,370 38
		Accrued interest on funded debt not yet payable,	18,110 00
Total,	$5,031,480 38	Total,	$5,031,480 38

IMPORTANT CHANGES DURING THE YEAR.

$18,000.00 second mortgage bonds redeemed and cancelled.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Stokesdale Junction, Pa.,	Newberry Junction, Pa.	74.80	$46,791 44
Second mortgage bonds,				1,631 01

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The first mortgage bonds are guaranteed by the New York Central and Hudson River Railroad Company, the Philadelphia and Reading Railroad and the Corning, Cowanesque and Antrim Railway Company.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? See report of lessee.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: See report of lessee.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: See report of lessee.

PINE CREEK RAILWAY—FALL BROOK COAL COMPANY LESSEE AND OPERATOR.

Date of organization: May 12, 1859.

By what authority incorporated: Special act, pamphlet laws Pennsylvania, 1859, page 745; supplement to pamphlet laws Pennsylvania, 1865, page, 910; supplement to pamphlet laws Pennsylvania, 1870, page 185; laws of New York, 1864, chapter 192; laws of New York, 1873, chapter 139.

BOARD OF MANAGERS OF THE FALL BROOK COAL COMPANY.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George J. Magee,	Watkins, N. Y.,	November, 1889, or when successor is elected.
Daniel C. Howell,	Bath, N. Y.,	
Daniel Beach,	Watkins, N. Y.,	
John Lang,	Watkins, N. Y.,	
Henry Sherwood,	Wellsboro', Pa.,	
A. L. Edwards,	New York city, N. Y.,	
John Magee,	Watkins, N. Y.,	

Date of last meeting of stockholders for election of managers of the Fall Brook Coal Company: November 14, 1888.

Postoffice address of general office of the Fall Brook Coal Company: Corning, N. Y.

OFFICERS OF THE FALL BROOK COAL COMPANY'S RAILWAY.

TITLE.	NAMES.	ADDRESS.
President	Gerge J. Magee	Corning, N. Y.
First Vice President and Treasurer	John Lang	do.
Second Vice President and Counsel	Daniel Beach	do.
Secretary and Assistant Treasurer	John H. Lang	do.
Chief Engineer	S. T. Hayt, Jr.	do.
Auditor	William Nicholson	do.
Traffic Manager	E. F. Kershner	do.
General Passenger Agent General Ticket Agent	W. H. Northrop	do.
Local Freight Agent	J. D. Lawton	do.
General Superintendent	George R. Brown	do.
Assistant Superintendent	Robert H. Canfield	do.
Car Accountant	J. B. Terbell	do.
General Baggage Agent	John Wallace	do.
Purchasing Agent	W. H. Chaphe	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pine Creek railway	Stokesdale Junction, Pa.,	Newberry Junction, Pa.	74.80	74.80
Total mileage operated			74.80	74.80

CONTRACTS, AGREEMENTS, ETC.

American Express Company, cars furnished and maintained by Fall Brook Coal Company; express company pays first-class rates on all merchandise and one-half of receipts on money packages.

United States Government, compensation fixed at $5,838.87 per annum.

The Red Line, Blue Line, White Line, Nickel Plate Line, Merchant's Despatch Line, Interstate Line, West Shore and Hoosac Tunnel Lines, Southwest Despatch Line and Commercial Express Line, all run over this road. Cars are furnished by the several lines at regular mileage rates; no preference given.

The Beech Creek railway have trackage agreement from Jersey Shore to Newberry Junction, twelve miles.

Western Union Telegraph Company, agreement for use of line for which they pay one-half of gross receipts.

EMPLOYES AND SALARIES.

CLASS.	Number.	Average yearly compensation.	Total daily compensation.
General officers,	11	$17,850 00	. . . . .
General office clerks,	23	10,784 89	$1 49
Station agents,	12	5,760 00	1 52
Other station men,	23	10,020 10	1 44
Enginemen,	28	36,075 00	3 75
Firemen,	30	22,714 30	2 10
Conductors,	24	16,381 26	2 17
Other trainmen,	64	30,821 60	1 52
Machinists,	16	9,469 89	1 90
Carpenters,	27	15,307 90	1 80
Other shopmen,	10	4,730 10	1 50
Section foremen,	15	8,032 50	1 70
Other trackmen,	123	48,431 25	1 25
Switchmen, flagmen and watchmen,	6	3,244 55	1 80
Telegraph operators and dispatchers,	15	8,628 16	1 85
Total,	427	$248,251 50	. . . . .
Distribution of above:			
General administration,	34	$28,634 89	$2 67
Maintenance of way and structures,	175	86,010 75	1 54
Maintenance of equipment,	44	27,099 79	1 94
Conducting transportation,	174	106,506 07	1 94
Total,	427	$248,251 50	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	427	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . . .	$248,251 50	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF LINE.	IN PENNSYLVANIA.
Bridges:		
Number stone,	5	5
Number iron,	23	23
Number wooden,	21	21
Trestles:		
Number,	7	7
Aggregate length (feet),	3,829	3,829
Telegraph:		
Miles of line operated by this company,	75	75
Miles of wire operated by this company,	150	150

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Reported by Pine Creek Railway Company.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: The Red Line, Blue Line, White Line, Nickel Plate, Merchant's Despatch Line, Interstate Line, West Shore Hoosac Tunnel Lines, Southwest Despatch Line and Commercial Express Line.

PITTSBURGH AND CASTLE SHANNON RAILROAD COMPANY.

Date of organization: September 21, 1871.

By what authority incorporated: Charter from State of Pennsylvania, special act dated February 21, 1872; special act dated April 5, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James M. Bailey,	Pittsburgh,	February, 1892.
W. H. Brunt,	Castle Shannon, Pa.,	do.
James R. Redman,	Allegheny City, Pa.,	do.
I. Hays Enwer,	Allegheny City, Pa.,	do.
J. M. Conroy,	Allegheny City, Pa.,	do.
Jacob Geib,	Pittsburgh,	do.
C. Zugsmith, Jr.,	Pittsburgh.	do.
H. Dana Rolfe,	Pittsburgh,	do.
P. F. Schuchman,	Pittsburgh,	do.
L. S. McKallp.	Pittsburgh,	do.

Date of last meeting of stockholders for election of directors: February 16, 1891.

Postoffice address of general office: 50 Carson street, Pittsburgh, Pa.

Postoffice address of operating company: 50 Carson street, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Walter Chess.	Pittsburgh.
Vice President,	James M. Bailey,	do.
Secretary,	E. J. Reamer.	do.
Treasurer,		
Chief Engineer,	Samuel Deescher,	do.
General Solicitor, Attorney or Counsel.	S. Schoyer, Jr.,	do.
Auditor,	E. J. Reamer,	do.
General Ticket Agent,	J. Ulrich,	do.
General Freight Agent,	E. F. Scott,	do.
Superintendent,	O. A. Rogers,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh and Castle Shannon Railroad Company.	Pittsburgh,	Arlington,	6.50	6.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$325,765 96	Capital stock,	$481,400 00
Cost of equipment,	25,542 00	Funded debt,	235,000 00
Lands owned,	16,294 75	Current liabilities,	15,362 53
Lands owned, coal,	72,824 25	Accrued interest on funded debt not yet payable,	5,000 00
Live stock,	2,991 00		
Cash and current assets,	9,836 67		
Mortgages,	700 00		
Other assets:			
Sundries,	275 00		
Profit and loss,	282,532 90		
Total,	$736,762 53	Total,	$736,762 53

IMPORTANT CHANGES DURING THE YEAR.

On March 7, 1891, new incline plane was put in operation and is still running successfully. The cost including rights of way is $161,815.94. A rise of 461 feet in a distance of 1,375 feet.

Work is progressing on incline No. 2, which will be 2,100 feet long and rise 196 feet. $15,751.76 has been expended; it will cost about $40,000.

CONTRACTS, AGREEMENTS, ETC.

Mails—Receive $258.20 per annum for carrying five small pouches each way daily.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bonds,	Pittsburgh,	Arlington,	6.50	$30,754 00	All.

Purchase money mortgage coal lands, 107 acres.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$2,700 00	
General office clerks,	1	540 00	
Station agents,	2	1,200 00	
Other station men,	6	3,120 00	
Enginemen,	5	4,320 00	$2 20
Firemen,	4	2,484 00	
Conductors,	2	1,512 00	2 20
Other trainmen,	4	2,520 00	1 65
Machinist, master mechanic,	1	960 00	
Carpenters,	6	3,900 00	
Other shopmen,	1	500 00	1 65
Section foremen,	1	600 00	2 00
Other trackmen,	9	3,300 00	1 25
Switchmen, flagmen and watchmen,	1	564 00	
All other employes and laborers, coal department part time,	33	7,400 00	
Coal miners,	60	23,208 85	
Total,	138	$58,828 85	

CHARACTERISTICS OF ROAD.

Trestles:	
Number,	4
Aggregate length,	1,530
Tunnels:	
Number,	1
Aggregate length of all tunnels,	1,700
Telephone (miles),	6.50
Telegraph:	
Miles of wire owned by this company,	26
Gauge of track,	3 ft. 4 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None yet.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Coal yard and half mile of track, John H. and James M. Bailey.

PITTSBURGH, CHARTIERS AND YOUGHIOGHENY RAILWAY COMPANY.

Date of organization: October, 1881.

By what authority incorporated: Act of assembly approved April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. E. Schwartz,	Pittsburgh,	January. 1892.
Jacob Henrici,	Economy, Pa.,	do.
Henry Hice,	Beaver, Pa.,	do.
John Reeves,	Beaver Falls, Pa.,	do.
F. M. Love,	Pittsburgh,	do.
B. F. Wilson,	Pittsburgh,	do.
Robt. Wardrop,	Pittsburgh,	do.
E. H. Stowe,	Pittsburgh,	do.
O. P. Scaife,	Pittsburgh,	do.
John G. MacConnell,	Pittsburgh,	do.
W. A. Robinson,	Pittsburgh,	do.
Geo. S. Davison,	Pittsburgh.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. E. Schwartz,	Pittsburgh.
Secretary and Treasurer,	R. T. Hill,	do.
Chief Engineer,	Geo. S. Davison,	do
General Solicitor, Attorney or Counsel.	John G. MacConnell,	do.
General Superintendent,	Geo. S. Davison,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh, Chartiers and Youghiogheny Railway Company,	Chartiers,	Beechmont,	15.2	15.2

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$947,516 05	Capital stock,	$593,600 00
Cost of equipment,	245,959 65	Funded debt,	627,000 00
Stocks of other companies owned,	1,000 00	Current liabilities,	156,976 37
Cash and current assets,	42,080 96	Accrued interest on funded debt not yet payable,	12,605 00
Profit and loss,	155,624 71		
Total,	$1,390,181 37	Total,	$1,390,181 37

CONTRACTS, AGREEMENTS, ETC.

This company pays the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company for use of 2.36 miles of track on Chartiers division of that railway a fixed annual rental of $2,973.60, the same being one-half of the interest at seven per centum upon the estimated value of said portion of said railway, which value is fixed at $36,000.00 per mile.

In addition to the fixed annual rental this company pays to the P., C., C. & St. L. Ry. Co. for use of said track a proportionate cost of all expenses of renewing, maintaining and perpetuating the track based upon the proportion which car and engine mileage bears to the total car and engine mileage of both parties over said track.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			What equipment mortgaged.
	From—	To—	Miles.	
First mortgage,	Chartiers,	Beechmont,	21.7	All.
Second mortgage,	Chartiers,	Beechmont,	21.7	All.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	2	$1,500 00	
General office clerks	3	2,659 98	
Station agents	4	2,800 00	$7 67
Enginemen	8	11,460 00	31 39
Firemen	9		
Conductors	9	7,298 40	19 99
Other trainmen	30	13,202 40	36 16
Machinists	2	1,500 00	4 10
Carpenters	13	6,240 00	17 10
Other shopmen	32	14,400 00	39 45
Section foremen	5	3,060 00	8 38
Other trackmen	65	17,225 00	47 19
Switchmen, flagmen and watchmen	4	1,600 20	4 39
Telegraph operators and dispatchers	6	1,400 00	3 83
Total	192	$84,345 98	$219 65
Distribution of above:			
General administration		$4,159 98	
Maintenance of way and structures		20,285 00	
Maintenance of equipment		22,140 00	
Conducting transportation		37,761 00	
Total	192	$84,345 98	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	192		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	6	6
Number wooden	6	6
Trestles:		
Number	9	9
Aggregate length (feet)	3,965	3,965
Tunnels:		
Number	1	1
Maximum length (feet)	326	326
Telegraph:		
Miles of line owned by this company	16.4	16.4
Miles of wire owned by this company	22.9	22.9

Gauge of track, ... 4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provisions, if any, has been made by this road for the payment of its funded debt? No provision made up to date of this report.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PITTSBURGH, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.

Date of organization: June 10, 1887.

By what authority incorporated: Incorporated under the laws of Pennsylvania, Ohio, Indiana and Illinois, as per copy of an agreement of consolidation herewith.

If a consolidated company, name the constituent companies: This company is a consolidation, taking effect October 1, 1890, of the Pittsburgh, Cincinnati and St. Louis Railway Company, Chicago, St. Louis and Pittsburgh Railroad Company, the Cincinnati and Richmond Railroad Company and Jeffersonville, Madison and Indianapolis Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. B. Roberts,	Philadelphia,	April, 1895.
James McCrea,	Pittsburgh,	April, 1894.
J. T. Brooks,	Pittsburgh,	April, 1893.
Thos. D. Messler,	Pittsburgh,	April, 1894.
Jno. E. Davidson,	Pittsburgh,	April, 1893.
J. N. DuBarry,	Philadelphia,	April, 1895.
Frank Thompson,	Philadelphia,	April, 1895.
W. H. Barnes,	Philadelphia,	April, 1894.
John P. Green,	Philadelphia,	April, 1895.
W. L. Scott,	Erie, Pa.,	April, 1893.
B. S. Cunningham,	Cincinnati, O.,	April, 1892.
George Willard,	Chicago, Ill.,	April, 1892.
Wm. A. Patton,	Philadelphia,	April, 1892.

Date of last meeting of stockholders for election of directors: April 14, 1891.

Postoffice address of general office: Penn avenue and Tenth street, Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Geo. B. Roberts,	Philadelphia.
First Vice President,	James McCrea,	Pittsburgh.
Second Vice President,	J. T. Brooks,	Pittsburgh.
Third Vice President,	Thos. D. Messler,	Pittsburgh.
Fourth Vice President,	John E. Davidson,	Pittsburgh.
Secretary,	S. B. Liggett,	Pittsburgh.
Treasurer	T. H. B. McKnight,	Pittsburgh.
Chief Engineer,	M. J. Becker,	Pittsburgh.
General Counsel,	J. T. Brooks,	Pittsburgh.
Auditor Freight Receipts,	John W. Lyon,	Pittsburgh.
Auditor Passenger Receipts,	J. P. Farley,	Pittsburgh.
Auditor Disbursements,	James Instan,	Pittsburgh.
General Manager,	Joseph Wood,	Pittsburgh.
General Superintendent of Transportation.	E. B. Taylor,	Pittsburgh.
Purchasing Agent,	Wm. Mullins,	Pittsburgh.
General Passenger and Ticket Agent,	E. A. Ford,	Pittsburgh.
Chief Assistant General Passenger Agent	F. Van Dusen,	Pittsburgh.
General Freight Agent,	Wm. Stewart,	Pittsburgh.
General Superintendent,	J. F. Miller,	Columbus, Ohio.
Division Superintendent,	J. J. Turner,	Pittsburgh.
Division Superintendent,	F. G. Darlington,	Indianapolis, Ind.
Division Superintendent,	W. B. Leeds,	Richmond, Ind.
Division Superintendent,	C. M. Bennett,	Logansport, Ind.
Division Superintendent,	H. I. Miller,	Louisville, Ky.
Superintendent of Telepraph,	E. C. Bradley,	Pittsburgh.
General Baggage Agent,	R. R. Bentley,	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Pittsburgh division,*	Birmingham, South Pittsburgh,	Columbus, O.,	189.42	33.84
Indianapolis division,	Columbus, O.,	Indianapolis, Ind.,	187.11	
Richmond division,	Richmond Junc., Ind.,	Anoka, Ind.,	102.22	
	Rendcomb Junc., O.,	Hamilton Junc., O.,	24.47	
	New River Junc., O.,	Indiana State Line,	35.55	
	Ohio State line,	Indianapolis Division Junction, Ind.	3.77	
Chicago division,	Bradford, O.,	Chicago, Ill.,	230 98	
	Logansport, Ind.,	State Line,	60.19	
Louisville division,	Indianapolis, Ind.,	Jeffersonville, Ind.,	108.40	
Bridgeville and McDonald branch,	Bridgeville, Pa.,	Rends Mines, Pa.,	6.96	6.96
New Cumberland branch,	New Cumberland Junction, W. Va.,	New Cumberland, W. Va.	9.55	
Cadiz branch,	Cadiz Junction, O.,	Cadiz, O.,	7.85	
New Albany branch,	Jeffersonville, Ind.,	New Albany, Ind.,	4 54	
Jeffersonville branch,	Junc. of N. A. branch,	Main line, Jeffersonville, Ind.	1.47	
Madison branch,	Columbus, Ind.,	Madison, Ind.,	44.90	
Cambridge Extension branch,	Columbus, Ind.,	Cambridge, Ind.,	63.04	
Steubenville Extension,	Pittsburgh,	Birmingham (South Pittsburgh).	1.23	1.23
Union Depot tracks, Columbus, O.,	East end of depot yard,	High street, Columbus, Ohio.	.25	
Union railway, Indianapolis,	City of Indianapolis,	Ind.,	.77	
Lake Erie and Western railroad,	Indianapolis, Ind.,	Kokomo, Ind.,	55	
Cincinnati, Hamilton and Dayton, railroad.	Hamilton Junc., O.,	New River Junc., O.,	1.53	
Louisville bridge,	Jeffersonville, Ind.,	Louisville, Ky.,	2.63	
Little Miami railroad,	Columbus, O.,	Cincinnati, O.,	119.35	
	Xenia, O.,	Springfield, O.,	19.31	
	Xenia, O.,	Indiana State Line,	53.34	
Cincinnati Street Connection railway.	L. M. R. R. in Cincinnnti, O.,	C., C., C. & St. L. R. R. in Cincinnati.	2.49	
Ohio Connecting railway,	P., C., C. & St. L. railway in Pittsburgh,	P., F. W. & C. Ry. in Allegheny.	3.27	3.27
Chartiers railway,	Mansfield, Pa.,	Washington, Pa.,	22.76	22.76
Chartiers Connecting railway in Washington, Pa.	Terminus of Chartiers railway,	Terminus of W. W. R. R.	.72	.72
Pittsburgh, Wheeling and Kentucky railroad.	Wheeling Junction, W. Va.,	Benwood, W. Va.,	28.04	
Englewood Connecting railroad, Fifty-ninth street, Chicago.	P., C., C. & St. L. railway in Chicago.	P., F. W. & C. Ry. in Chicago.	2.35	
Total mileage operated,			1,393.46	68.78

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Union Depot Company, Columbus, O.,	$37,298 75	8 per cent.	$2,735 25
Little Miami Elevator Company,	20,000 00		
Englewood Connecting Railway Company,	98,500 00		
Total,	$155,798 75		$2,735 25

*This company owns only an individual one-half of 33.02 miles of track between Newark and Columbus included above as main line of Pittsburgh division.

GENERAL BALANCE SHEET.

(*Nine months.*)

DR.		CR.	
Cost of road and equipment,	$84,974,584 95	Capital stock,	$43,835,459 24
Stocks of other companies owned,	155,798 75	Funded debt,*	41,836,000 00
Cash and current assets,	3,255,020 66	Current liabilities,	2,083,409 50
Other assets:		Deferred liabilities,	1,059,302 18
Sinking fund,	453,924 33	Accrued interest on funded debt	
Sundries,	344,507 93	not yet payable,	538,170 83
Betterments to leased roads,	342,659 18	Profit and loss,	174,154 05
Total,	$89,526,495 80	Total,	$89,526,495 80

IMPORTANT CHANGES DURING THE YEAR.

The Ohio Connecting railway was opened October 20, 1890. It is operated by the P., C., C. & St. Louis Railway Company, under a temporary arrangement which provides for the payment of the net earnings for use of same.

On June 10, 1890, this company was formed by consolidation of the Pittsburgh, Cincinnati and St. Louis Railway Company, Chicago, St. Louis and Pittsburgh Railroad Company, the Cincinnati and Richmond Railroad Company, and Jeffersonville, Madison and Indianapolis Railroad Company.

Stock and mortgage bonds of the consolidated company were issued under the agreement of consolidation.

CONTRACTS, AGREEMENTS, ETC.

Express companies—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic and seventy per cent. of its gross receipts from oyster traffic.

Mails—The United States Government pays this company for transportation of mails, a fixed rate per mile of road, decided by the extent of actual service performed, based upon the weight of mail matter carried for thirty consecutive days during each quadriennial period; additional compensation is allowed for special fast service and, also, for postal car service.

Sleeping, Parlor or Dining Car Companies—The Pullman's Palace Car Company furnishes its cars for use over the lines of this company, maintaining the same and collecting from passengers from 25 cents to $2.50 each for single seats or berth, according to distance, in addition to railroad fare collected by this company. In case the cars running between Pittsburgh and Indianapolis, *via* Dayton, fail to earn for the Pullman Company an average of $7,500 per car per annum, this company pays the Pullman Company three cents per car per mile, or so much thereof as may be necessary to increase the average gross earnings to $7,500 per car per annum. It also furnishes the dining cars run between Pittsburgh and Indianapolis, for which this company pays a fixed rental and keeps the cars in repair, the Pullman Company operating them as agent of this company.

Freight or Transportation Companies or Lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other Railroad Companies—This company receives rental for portions of its roadway, yards and terminals, under contracts with sundry companies, and pays for terminals, etc., under contract with other companies.

Telegraph Companies—The Western Union Telegraph Company is granted the privilege of use of this company's lines, paying a fixed rental therefor.

Other Contracts—The Union News Company pays this company a fixed rental for use of privileges granted over its lines.

* Exclusive of car trust obligations not yet charged.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	To—	Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
P., C., C. & St. L. Ry. Company, Consolidated mortgage, series A,	Whole line *owned* as	shown on page 426,	1,085.03	$6,283 69	All.	All.	All.
P. C. & St. L. Ry. Co. first consolidated mortgage,	Birmingham, Pa.,	Columbus, O.,	213.78	32,103 10	All.	None.	None.
	Bridgeville, Pa.,	Rends Mines, Pa.,					
	New Cumberland Junction,	New Cumberland, W. Va.					
	Cadiz Junction, O.,	Cadiz,					
S. & I. R. R. Co. first mortgage extended,	Steubenville, O.,	Newark, O.,	116.60	25,728 99	All.	All.	None.
Holidays Cove Railroad Company first mortgage,	Steubenville bridge and approaches thereto,				None.	None.	None.
C., St. L. & P. R. R. Co. consolidated mortgage.	Columbus, O.,	Indianapolis, Ind.,	580.92	26,046 61	All.	None.	None.
	Richmond, Ind.,	Anoka Junction, Ind.,					
	Bradford Junction, O.,	Chicago, Ill.,					
	Logansport, Ind.,	Effner, Ind.,					
U. & S. R. R. Co. first mortgage,	Union City, Ind.,	Logansport, Ind.,	93.50	7,647 06	All.	None.	None.
C. & G. E. R. R. Co. first mortgage (old),	Logansport, Ind.,	Chicago, Ill.,	117.00	914 53	All.	None.	All.
C. & G. E. R. R. Co. first mortgage (last),	Richmond, Ind.,	Chicago, Ill.,	224.00	517 86	All.	None.	All.
C. & I. C. Ry. Co. first mortgage,	Columbus, O.,	Indianapolis, Ind.,	187.11	14,061 25	All.	All.	All.
C. & I. C. Ry. Co. second mortgage.	Columbus, O.,	Union City, Ind., and Indianapolis, Ind.	208.00	3,750 00	All.	All.	All.
C. R. & C. R. R. Co. first mortgage,	New River Junction, O.,	Indiana State Line,	35.55	15,752 46	All.	All.	None.
C. R. & C. R. R. Co. second mortgage,			35.55	1,828 41	All.	All.	None.
J. M. & I. R. R. Co. first mortgage,	Indianapolis, Ind.,	Jeffersonville, Ind.,	222.35	13,492,24	All.	All.	None.
J. M. & I. R. R. Co. second mortgage,	Jeffersonville, Ind.,	New Albany, Ind.,	222.35	8,994 83	All.	All.	None.
	Junction New Albany branch,	Jeffersonville, Ind.,					
	Columbus, Ind.,	Madison, Ind.,					
	Columbus, Ind.,	Cambridge, Ind.,					

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	33	$74,979 85	
Division officers	42	76,104 99	
General office clerks	269	167,023 11	$2 17
General office—other employes	104	47,880 08	1 61
Station agents	282	131,600 90	1 69
Other station men	808	296,813 30	1 46
Enginemen	494	436,682 87	3 58
Firemen	497	241,143 84	1 99
Conductors	373	295,703 57	3 29
Other trainmen	1,030	488,858 32	2 15
Machinists	369	185,633 12	2 37
Carpenters	472	216,136 16	1 73
Other shopmen	2,203	838,919 28	1 71
Section foremen	247	98,038 00	1 55
Other trackmen	1,311	403,445 61	1 31
Switchmen, flagmen and watchmen	539	261,612 81	1 89
Telegraph operators and dispatchers	388	185,461 10	1 90
All other employes and laborers	1,042	488,510 83	1 94
Total	10,503	$4,934,547 74	
Distribution of above:			
General administration	448	$365,988 03	
Maintenance of way and structures	1,558	501,483 61	
Maintenance of equipment	3,044	1,240,688 56	
Conducting transportation	5,453	2,826,387 54	
Total	10,503	$4,934,547 74	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	1,120		
Total yearly compensation of employes in Pennsylvania		$498,258 55	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	165	19
Number iron	360	13
Number wooden	136	3
Number combination	1	
Trestles:		
Number	455	7
Aggregate length	45,621	480
Tunnels:		
Number	12	6
Maximum length	3,274	2,374
Minimum length	286	286
Aggregate length of all tunnels	14,363	5,733
Telegraph:		
Miles of line owned by this company jointly with Western Union Telegraph Company	1,121.6	32.3
Miles of wire owned by this company	3,007.7	231.8
Miles of line operated by this company jointly with Western Union Telegraph Company	1,121.6	32.3
Miles of wire operated by this company	3,007.7	231.8
Miles of line operated by this company jointly with Western Union Telegraph Company	1,121.6	32.3
Miles of wire operated by Western Union Telegraph Company	4,867.8	277.4

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? A sinking fund of one per cent. per annum on bonds outstanding, to be paid out of net earnings, and the annual interest on bonds before purchased by said fund for payment of Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company's consolidated 4½ per cent. bonds. A sinking fund of $15,000.00 per annum for payment of J. M. & I. R. R. Co.'s first mortgage 7 per cent. bonds.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

PITTSBURGH AND CONNELLSVILLE RAILROAD COMPANY.

Date of organization: June 11, 1846.

By what authority incorporated: State of Pennsylvania. Acts April 3, 1837, April 18, 1843, April 19, 1843, April 3, 1846, April 10, 1846, April 17, 1846, March 15, 1847, March 15, 1847, March 27, 1848, March 20, 1849, March 31, 1853, April 12, 1853, April 18, 1853, April 21, 1853, March 3, 1854, April 6, 1854, April 19, 1854, April 26, 1854, March 2, 1855, March 21, 1855, April 3, 1856, April 11, 1856, January 27, 1857, April 11, 1863, April 14, 1863, August 19, 1864, April 17, 1866.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Orland Smith,	Cincinnati, Ohio,	First Monday of December,	1891.
Robert Garrett,	Baltimore, Md.,	do.	do.
Mendes Cohen,	Baltimore, Md.,	do.	do.
Charles Webb,	Baltimore, Md.,	do.	do.
Findley H. Burns,	Baltimore, Md.,	do.	do.
John D. Scully,	Pittsburgh,	do.	do.
C. L. Fitzhugh,	Allegheny, Pa.,	do.	do.
Jno. W. Chalfant,	Allegheny, Pa.,	do.	do.
Geo. A. Berry,	Pittsburgh,	do.	do.
William Metcalf,	Pittsburgh,	do.	do.
W. J. Moorhead,	Pittsburgh,	do.	do.
W. H. Koontz,	Somerset, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: December, 1890.

Postoffice address of general office: Pittsburgh.

Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Orland Smith,	Cincinnati, Ohio.
Secretary and Treasurer,	J. B. Washington,	Pittsburgh.
Auditor,	J. B. Washington,	Pittsburgh.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Pittsburgh and Connellsville Railroad Company.	Pittsburgh,	Mount Savage Junction, Md.	Baltimore and Ohio Railroad Company.	146.7	144.4
Hickman Run branch,	Hickman Run Junction, Pa.	Cora Mines, Pa.	Baltimore and Ohio Railroad Company.	2.1	2.1
Total mileage,				148.8	146.5

The Pittsburgh and Connellsville Railroad Company was leased by the Baltimore and Ohio Railroad Company for a period of fifty (50) years from January 1, 1876, which lease is renewable at the option of the Baltimore and Ohio Railroad Company.

The lessee agree at all times during the term of the lease to work, use, manage, maintain, operate and keep in public use the Pittsburgh and Connellsville railroad with the appurtenances and to apply the receipts as follows:

To operating and keeping in repair said road and its property, to payment of interest on consolidated mortgage bonds. If, however, during any year the receipts are not sufficient to meet the expenses, the deficiency is to be made up from receipts of subsequent years. If the receipts exceed the expenses, the remainder is to be paid to the Pittsburgh and Connellsville Railroad Company, the lessor.

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
102 first mortgage bonds, Salisbury Railroad Company,	$102.000 00	7 per cent.	$7,140 00
48 first mortgage bonds, Cincinnati, Washington and Baltimore Railroad Company,	48.000 00		
48 first mortgage bonds, Somerset and Cambria Railroad Co.,	48,000 00		
27 first mortgage bonds, Cincinnati, Washington and Baltimore Railroad Company,	27,000 00		
152 traffic bonds, Somerset and Cambria Railroad Company.	76,000 00		
500 second mortgage bonds, Somerset and Cambria Railroad Co.	500,000 00		
500 first mortgage bonds, Baltimore and Ohio Short Line Railroad Company,	450,000 00		
500 first mortgage bonds, Ohio and Baltimore Short Line Railway Company,	500,000 00	5 per cent.	25.000 00
Total,	$1,751.000 00		$32,140 00

STOCKS OWNED.

1,834 shares common stock, Salisbury Railroad Company,	$82,036 13
222 shares preferred stock, Salisbury Railroad Company,	11,000 00
970 shares common stock, Berlin Railroad Company,	50,000 00
19,970 shares common stock, Somerset and Cambria Railroad Company,	659,203 50
2,958 shares common stock, Mt. Pleasant and Broad Ford Railroad Co.,	250,000 00
Total,	$1,052,239 63

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$14,885,010 08	Capital stock,	$1,956,091 05
Cost of equipment,	1,734,714 53	Funded debt,	20,718,224 00
Bonds of other companies owned,	1,751,000 00	Current liabilities,	3,275,360 86
Stocks of other companies owned,	1,052,239 63		
Other assets:			
Sinking fund,	467,044 00		
Sundries,	2,813 32		
Profit and loss,	6,056,854 35		
Total.	$25,949,675 91	Total,	$25,949,675 91

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Pittsburgh,	Mt. Savage Junc., Md.	146.7	$27,266 53
Consolidated mortgage,	do.	do.	146.7	45,454 76
Second consolidated mortgage,	do.	do.	146.7	68,166 32

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	6	$6,750 00	
General office clerks,	16		$1 96
Station agents,	40		1 64
Other station men,	64		1 55
Enginemen,	119		3 83
Firemen,	127		2 14
Conductors,	110		2 80
Other trainmen,	514		1 94
Machinists,	63		2 18
Carpenters,	82		1 98
Other shopmen,	550		1 57
Section foremen,	43		1 55
Other trackmen,	420		1 23
Switchmen, flagmen and watchmen,	26		1 33
Telegraph operators and dispatchers,	60		1 95
Employes, account floating equipment,	89		1 50
All other employes and laborers,	183		1 77
Total,	2,512		
Distribution of above:			
General administration,	22		
Maintenance of way and structures,	650		
Maintenance of equipment,	662		
Conducting transportation,	1,178		
Total,	2,512		
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	2,502		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	4	4
Number iron,	59	59
Number wooden,	7	7
Trestles:		
Number,	9	9
Aggregate length (feet),	1,025	1,025
Tunnels:		
Number,	4	4
Maximum length (feet),	7,775	4,775
Minimum length (feet),	118	118
Aggregate length of all tunnels (feet),	7,448	7,448
Telegraph:		
Miles of line operated by Western Union Telegraph Company,	148.80	144.40
Miles of wire operated by Western Union Telegraph Company,	446.40	433.20

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

Date of organization: February 26, 1862.

If a consolidated company, name the constituent companies: Ohio and Pennsylvania Railroad Company, chartered in Ohio, February 24, 1848; Ohio and Pennsylvania Railroad Company, chartered in Pennsylvania, April 11, 1848; Ohio and Indiana Railroad Company, chartered in Ohio, March 20, 1850; Ohio and Indiana Railroad Company, chartered in Indiana, January 15, 1851; Ft. Wayne and Chicago Railroad Company, chartered in Indiana, September 22, 1852; Ft. Wayne and Chicago Railroad Company, chartered in Illinois, February 5, 1853.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Louis H. Meyer,	New York city,	Annual election, 1893.
Charles Lanier,	New York city,	Annual election, 1892.
Henry Amry,	New York city,	Annual election, 1892.
W. C Egleston,	New York city	Annual election, 1892.
G. B. Roberts,	Philadelphia,	Annual election, 1895.
J. N. Hutchinson,	Philadelphia,	Annual election, 1894.
James McCrea,	Pittsburgh,	Annual election, 1892.
C. E. Speer,	Pittsburgh,	Annual election, 1893.
John Sherman,	Mansfield, Ohio,	Annual election, 1895.
L. B. Harrison,	Cincinnati, Ohio,	Annual election, 1895.
William Hooper,	Cincinnati, Ohio,	Annual election, 1894.
E. P. Williams,	Ft. Wayne, Indiana,	Annual election, 1893.
L. Z. Leiter,	Chicago, Illinois,	Annual election, 1894.

Date of last meeting of stockholders for election of directors: May 20, 1891.

Postoffice address of general office: Pittsburgh (Lock box 340).

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Louis H. Meyer,	31 Nassau street, New York city.
Secretary, Treasurer,	John J. Haley,	Penn avenue and Tenth street, Pittsburgh (Lock box 340).
General Solicitor, Attorney or Counsel,	Theodore F. H. Meyer,	32 Nassau street, New York city.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsbugh, Ft. Wayne and Chicago railway.	Pittsburgh, . .	Chicago, Ill.,	The Pennsylvania Railroad Company.	470	48.8
Total mileage, ...				470	48.8

Leased to the Pennsylvania Railroad Company for a term of 999 years from July 1, 1869, at a rental equivalent to interest on bonds; $104,100.00 per annum to sinking fund (being one per cent. of debt), seven per cent. dividend on stoek, and a sum sufficient to maintain the organization of the company. The lessee to keep the road in repair, pay taxes, expenses, etc.

Guaranteed speeial stock is issued to the lessee company in payment for betterments to the railway, under article sixteen of the lease.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ... $34,453,987 43		Capital stock, ...	$33,079,443 13
Cost of equipment, . . 10,199,591 14		Funded debt.	12,410,000 00
	$44,653,578 57	Current liabilities.	661,431 91
Miscellaneous securities held by trustees.	415,851 29	Accrued interest on funded debt not yet payable.	60,725 00
Cash and current assets, ...	734,521 48	Unsurrendered bonds, ...	1,100,000 00
Materials and supplies transferred to the lessee company. July 1, 1869, . .	468,724 84	Profit and loss, ...	7,018,600 82
Other assets:			
Sinking fund, ...	6,954,400 29		
Sundries.	3,124 39		
Pennsylvania Railroad Company, lessee, bonds paid under article second of lease, not yet surrendered to this company.	1,100,000 00		
Total, ...	$54,330,200 86	Total.	$54 330 200 86

IMPORTANT CHANGES DURING THE YEAR.

$988,657.42 guaranteed speeial stock issued to the Pennsylvania Railroad Company in payment for betterments.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage.	Pittsburgh, . .	Chicago, Ill., .	470	$11,170 21	All.
Second mortgage, ...	do. . .	do. .	. . . . .	10,978 72	All.
Third mortgage, ...	do. . .	do. .	. . . . .	4,255 22	All.
				$26,404 25	

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$5,925 00	
General office clerks,	1	720 00	$2 00
Total,		$6,645 00	
Distribution of above:			
General administration,		$6,645 00	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	2		
Total yearly compensation of employes in Pennsylvania,		$3,020 00	

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY—PENNSYLVANIA COMPANY, OPERATING.

Date of organization: 1871.

See lessor company's report.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	George B. Roberts,	Philadelphia.
First Vice President,	James McCrea,	Pittsburgh.
Second Vice President,	J. T. Brooks,	Pittsburgh.
Third Vice President,	Thomas D. Messler,	Pittsburgh.
Fourth Vice President,	John E. Davidson,	Pittsburgh.
Secretary,	S. B. Liggett,	Pittsburgh.
Treasurer,	T. H. B. McKnight,	Pittsburgh.
Chief Engineer,	Thomas Rodd,	Pittsburgh.
General Counsel,	J. T. Brooks,	Pittsburgh.
Comptroller,	John W. Renner,	Pittsburgh.
Assistant Comptroller,	Albert McElevey,	Pittsburgh.
Auditor Freight Receipts,	John M. Lyon,	Pittsburgh.
Auditor Passenger Receipts,	J. P. Farley,	Pittsburgh.
Auditor Disbursements,	James Instan,	Pittsburgh.
General Manager,	Joseph Wood,	Pittsburgh.
General Superintendent of Transportation,	E. B. Taylor,	Pittsburgh.
General Passenger and Ticket Agent,	E. A. Ford,	Pittsburgh.
Assistant General Passenger Agent,	F. Van Dusen,	Pittsburgh.
General Freight Agent,	William Stewart,	Pittsburgh.
General Superintendent,	Charles Watts,	Pittsburgh.
East Division Superintendent,	A. B. Starr,	Allegheny, Pa.
West Division Superintendent,	C. D. Law,	Fort Wayne, Ind.
Purchasing Agent,	William Mullins,	Pittsburgh.
Superintendent of Telegraph,	E. C. Bradley,	Pittsburgh.
General Baggage Agent,	R. R. Bentley,	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Pittsburgh, Fort Wayne and Chicago railway.	Pittsburgh.	Chicago, Ills.,	468.32	48.74
Cummings branch, Pittsburgh, Fort Wayne and Chicago railway.	South Chicago, Ills.	Cummings, Ills.,	1.57	
Total mileage operated,			469.89	48.74

CONTRACTS, AGREEMENTS, ETC.

Express—The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Sleeping, Parlor or Dining Car Companies—Pullman's Palace Car Company furnishes its own cars for use over this road, maintaining the same and collecting from passengers 25 cents to $2.50 each for single seat or berth according to distance, in addition to the regular railroad fare collected by this company. In case the cars running between Pittsburgh and Toledo fail to earn for the Pullman Company an average of $7,500 per car per annum, this company pays the Pullman Company 3 cents per car per mile run by its cars, or so much thereof as may be necessary to increase the average gross earnings to $7,500 per car per annum. Dining cars are also furnished to run between Pittsburgh and Chicago, for which this company pays a fixed rental and keeps the cars in repair, the Pullman Company operating them as agent of this company.

Freight or Transportation Companies or Lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Telegraph Companies—The Western Union Telegraph Company pays a fixed rental for telegraph privileges furnished. It receives a proportion of the telegraph receipts and pays a proportion of the expenses.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	34	$64,136 22	
Division officers	21	56,465 00	
General office clerks	150	128,901 09	$2 76
General office, other employes	49	30,995 65	2 01
Station agents	120	104,732 00	2 37
Other station men	973	512,777 51	1 63
Enginemen	344	420,258 58	3 55
Firemen	364	245,278 61	1 93
Conductors	320	315,675 25	3 07
Other trainmen	815	582,349 84	2 31
Machinists	198	141,526 66	2 39
Carpenters	586	343,339 65	1 96
Other shopmen	1,800	875,228 71	1 54
Section foreman	130	73,605 75	1 69
Other trackmen	1,275	486,528 69	1 26
Switchmen, flagmen and watchmen	288	140,350 30	1 43
Telegraph operators and dispatchers	290	162,966 40	1 73
All other employes and laborers	255	174,320 30	2 21
Total	8,012	$4,859,436 21	
Distribution of above :			
General administration	254	$280,497 96	
Maintenance of way and structures	1,405	560,134 44	
Maintenance of equipment	2,584	1,360,095 02	
Conducting transportation	3,769	2,658,708 79	
Total	8,012	4,859,436 21	
Employes in Pennsylvania :			
Total number of employes in Pennsylvania	2,522		
Total yearly compensation of employes in Pennsylvania		$1,654,437 56	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	63	25
Number iron,	169	15
Number wooden,	84	. . . . .
Trestles:		
Number,	249	. . . . .
Aggregate length (feet),	3,024	. . . . .
Telegraphs:		
Miles of line operated by this company jointly with Western Union Telegraph Company,	882.7	44.1
Miles of wire operated by Western Union Telegraph Company.	5,950.4	635.7

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association, Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Erie Despatch, Anchor Line.

PITTSBURGH JUNCTION RAILROAD COMPANY.

Date of organization: August 6, 1881.

By what authority incorporated: A consolidated company formed by merger of two companies organized under act of April 4, 1868.

If a consolidated company, name the constituent companies: Pittsburgh Junction Railroad Company consolidated with Pittsburgh Local Railroad Company, December 21, 1881. Latter company was incorporated September, 1880; former in August, 1881.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John W. Chalfant,	Allegheny, Pa.,	Until successors are elected.
C. B. Herron,	Allegheny, Pa.,	
H. W. Oliver,	Allegheny, Pa.,	
Jacob Painter, Jr.,	Pittsburgh,	
Reuben Miller,	Pittsburgh,	
Wm. Metcalf,	Pittsburgh,	
John Z. Speer,	Pittsburgh,	
Wm. Vankirk,	Pittsburgh,	
A. E. W. Painter,	Pittsburgh,	
C. L. Fitzhugh,	Pittsburgh,	
Chas. F. Mayer,	Baltimore, Md.,	
Wm. F. Frick,	Baltimore, Md.,	

Date of last meeting of stockholders for election of directors: March 9, 1891.

Postoffice address of general office: Fidelity Building, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Thos. M King,	Pittsbugh.
Vice President,	Wm. VanKirk,	do.
Secretary,	Jas. A. Smith,	do.
Treasurer,	P. J. Pierce,	do.
Engineer of Way,	F. J. Dixon,	do.
Counsel,	Johns McCleave,	do.
Auditor,	Jas. A. Smith,	do.
Superintendent,	R. Finney, Jr.,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh Junction railroad,	Langhlin's,	Willow Grove.		
Main line,	Laughlin's B. & O. R. R.,	Willow Grove, P. & W. R. R.	4.47	4.47
River line,	Ninth to Sixteenth and Twentieth streets,	Forty-third street. Pittsburgh, along Allegheny river.	2.08	2 08
	Part between Sixteenth and Twentieth streets not yet laid.			
Total mileage operated,			6.55	6.55

STOCKS OWNED.

Pittsburgh Junction Terminal Company,	$200,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,175,472 88	Capital stock,	$1.440.000 00
Cost of equipment,	20,126 12	Funded debt,	1,440.00 00
Stocks of other companies owned,	200.000 00	Current liabilities,	440.807 15
		Profit and loss,	74,791 85
Total,	$3,395,599 00	Total,	$3,395,599 00

CONTRACTS. AGREEMENTS. ETC.

Agreement between Baltimore and Ohio Railroad Company, Pittsburgh and Western Railroad Company and Pittsburgh Junction Railroad Company for interchange of freight and passenger business over Pittsburgh Junction railroad, and to and from the same as to method of interchange of cars and setting rate to be allowed Pittsburgh Junction Railroad Company on each passenger, and each loaded freight car. April 27, 1882.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bonds,	Laughlin's,	Willow Grove,	4.47	$219,847 39	3 lomotives.
	River Branch,		2.08		
			6.55	$219,847 39	

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Total daily compensation.
General officers,	7	$10,169 40	
General office clerks,	3	840 00	$2 70
Station agents,	1	1 040 00	3 33
Other station men,	8	4.917 65	1 96
Enginemen,	3	2.976 75	3 17
Firemen,	3	1,575 45	1 67
Conductors,	3	2,575 80	2 74
Other trainmen,	8	4.492 80	1 78
Carpenters,	6	4,601 20	2 45
Section foremen,	2	1,248 50	1 99
Other trackmen,	25	9 952 64	1 27
Switchmen, flagmen and watchmen,	6	2,754 00	1 47
Telegraph operators and dispatchers,	1	1,170 00	3 74
Employes—account floating equipment,	1	720 00	2 30
All other employes and laborers,	7	4,281 14	1 95
Total,	84	$53,315 33	2 03
Distribution of above:			
General administration,	10	$11,009 40	$3 52
Maintenance of way and structures,	39	18,556 34	1 52
Conducting transportation,	35	23,749 59	2 17
Total,	84	$53.315 33	2 03
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	84		
Total yearly compensation of employes in Pennsylvania,		$53,315 33	

CHARACTERISTICS OF ROAD.

Bridges:	
Number stone,	8
Number iron,	3
Number wooden,	7
Trestles:	
Number wood,	28
Aggregate length (feet),	16,387
Length of iron (feet),	1,796
Length of trestles (feet),	18,187
Tunnels:	
Number,	1
Aggregate length of all tunnels (feet),	2,872
Telegraph:	
Miles of line operated by this company,	4.42
Gauge of track,	4 ft. 8¾ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs. Tract of land at Thirty-sixth street: Pittsburgh, belonging to Pittsburgh Junction Terminal Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PITTSBURGH AND LAKE ERIE RAILROAD COMPANY.

Date of organization: May 11, 1875.

By what authority incorporated: State of Pennsylvania; State of Ohio.

If a consolidated company, name the constituent companies: Pittsburgh and Lake Erie Railroad Company, Youngstown and Pittsburgh Railroad Company, chartered May 15, 1875, and April 25, 1877. Consolidated January 5, 1878.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. Vanderbilt,	New York,	January 26, 1892.
W. H. Vanderbilt,	New York,	do.
F. W. Vanderbilt,	New York,	do.
H. McK. Twombly,	New York,	do.
C. D. Worcester,	New York,	do.
John Newell,	Chicago, Ill.,	do.
Henry Hice,	Beaver, Pa.,	do.
M. W. Watson,	Pittsburgh,	do.
Jas. I. Bennett,	Pittsburgh,	do.
Jas. M. Bailey,	Pittsburgh,	do.
J. H. Reed,	Pittsburgh,	do.
J. M. Schoomaker,	Pittsburgh,	do.
D. Leet Wilson,	Pittsburgh,	do.

Date of last meeting of stockholders for election of directors: January 27, 1891.

Postoffice address of general office: Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	John Newell,	Pittsburgh.
Secretary, Treasurer,	John G. Robinson,	do.
General Solicitor, Attorney or Counsel,	P. C. Knox,	do.
Auditor,	C. H. Bronson,	do.
General Manager,	John Newell,	do.
General Passenger Agent, General Ticket Agent,	A. E. Clark,	do.
General Freight Agent,	F. A. Dean,	do.
General Superintendent,	G. M. Beach,	do.
Master of Transportation, Superintendent of Telegraph,	J. B. Yohe,	do.
General Baggage Agent,	A. E. Clark,	do.
Superintendent of Construction,	G. R. Carr,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh and Lake Erie,	Pittsburgh,	Youngstown, O.,	68	59.75
New Castle Branch,	New Castle, Pa.,	New Castle Junction, Pa.	2.93	2.93
Pittsburgh, McKeesport and Youghiogheny,	Pittsburgh,	New Haven, Pa.,	56.95	
McKeesport and Belle Vernon,	Reynoldton, Pa.,	Belle Vernon, Pa.	27.80	
Dickerson Run Branch,	Dickerson Run, Pa.,	Vanderbilt, Pa.,	7.84	92.59
Youghiogheny Northern,	Bradford Jc., Pa.	Summit, Pa.,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Statement of contracts of the Pittsburgh and Lake Erie Railroad Company:

First. Agreement between the Atlantic and Great Western Railroad Company, Pittsburgh and Lake Erie Railroad Company, and the Cleveland and Mahoning Railroad Company, dated October 20, 1887, providing for a lease of a portion of the track of the Atlantic and Great Western and Cleveland and Mahoning Valley roads to the Pittsburgh and Lake Erie Railroad Company. Said tracks being situate in and in the vicinity of Youngstown, Ohio, and providing also for traffic arrangements between the companies.

Second. Contract between the Pittsburgh and Lake Erie Railroad Company, the Youngstown and Pittsburgh Railroad Company, and the Lake Shore and Michigan Southern Railway Company, dated October 20, 1887, providing for traffic arrangements between the companies.

Third. Articles of merger between the Youngstown and Pittsburgh Railroad Company and the Pittsburgh and Lake Erie Railroad Company, dated January 5, 1878.

Fourth. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company, and the Pittsburgh, McKeesport and Youghiogheny Railroad Company, and William H. Vanderbilt, providing for the construction of the Pittsburgh, McKeesport and Youghiogheny railroad.

Fifth. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company, and the Pittsburgh and Lake Erie Railroad Company, providing for the operation of the Pittsburgh, McKeesport and Youghiogheny railroad in the interests of the two said companies.

Sixth. Agreement between the Pennsylvania Railroad Company and the Pittsburgh and Lake Erie Railroad Company, dated August 20, 1886, relating to traffic to and from the Connellsville coke region, and for switching by the Pennsylvania Railroad Company, of the Pittsburgh and Lake Erie railroad in said region.

Seventh. Agreement between the Pittsburgh and Lake Erie, the Pittsburgh, Chartiers and Youghiogheny Railroad Companies, dated September 4, 1883, relating to the joint operation of connecting tracks.

Ninth. Agreement between the Pittsburgh and Lake Erie and the Montour Railroad Companies, dated January 8, 1887, relating to track connections, and containing a license to the Montour company to run certain trains over the tracks of the Pittsburgh and Lake Erie Company, to tipple erected on the Ohio river for the purpose of shipping coal.

Tenth. Agreement between the Pittsburgh and Lake Erie and the Monongahela Connecting Railroad Companies relating to traffic arrangements between the said companies, and the rates to be charged by the Monongahela Connecting Railroad Company for the transportation of cars over a portion of their line.

Eleventh. Agreement between the New York, Lake Erie and Western and the Pittsburgh and Lake Erie Railroad Companies, dated April 18, 1889, relating to joint traffic arrangements at New Castle, Pennsylvania.

Twelfth. Agreement dated October 7, 1890, between the Pittsburgh and Lake Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,557,397 57	Capital stock,	$4,000,000 00
Cost of equipment,	2,371,268 49	Funded debt,	3,182,737 49
Cash and current assets,	728,400 76	Current liabilities,	1,183,761 90
		Accrued interest on funded debt not yet payable,	12,500 00
		Profit and loss,	1,278,067 43
Total,	$9,657,066 82	Total,	$9,657,066 82

IMPORTANT CHANGES DURING THE YEAR.

See Pittsburgh, McKeesport and Youghiogheny report for copy of agreement dated October 7, 1890, by which the McKeesport and Belle Vernon Railroad Company was merged in the Pittsburgh, McKeesport and Youghiogheny railroad.

CONTRACTS, AGREEMENTS, ETC.

American Express Company, $45.00 per day.

The United States Postoffice Department fixes a rate per mile per annum regulated by weight and paid quarterly.

Wagner Palace Car Company and Pullman Palace Car Company, mileage paid at two cents per mile.

May 1, 1884, Western Union Telegraph Company to furnish poles, wire, insulators, etc., the railroad company to set poles and to collect charges for telegraph company on commercial business.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Pittsburgh,	Youngstown, O.,	70.93	$28,196 80
Second mortgage,	do.	do.	70.93	14,098 40

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	10	$44,052 80	. . . . .
General office clerks,	65	45,559 36	$2 31
Station agents,	59	38,172 00	2 07
Other station men,	184	98,468 35	1 71
Enginemen,	142	141,136 40	3 15
Firemen,	142	80,722 40	1 82
Conductors,	109	108,197 95	3 17
Other trainmen,	323	236,574 00	2 34
Machinists,	42	31,046 90	2 36
Carpenters,	47	30,202 95	2 05
Other shopmen,	425	200,354 15	1 58
Section foremen,	50	30,875 50	1 97
Other trackmen,	580	226,928 50	1 25
Switchmen, flagmen and watchmen,	16	8,850 00	1 77
Telegraph operators and dispatchers,	71	44,732 90	2 01
All other employes and laborers,	1,206	520,979 25	1 38
Total,	3,450	$1,886,853 41	$1 74
Distribution of above:			
General administration,	73	$89,612 16	$3 92
Maintenance of way and structure,	1,836	778,783 25	1 35
Maintenance of equipment,	494	261,604 00	1 69
Conducting transportation,	1,047	756,854 00	2 31
Total,	3,450	$1,886,853 41	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	3,422	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . . .	$1,872,177 91	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	18	18
Number iron,	41	38
Telegraph:		
Miles of line operated by this company,	161	152.75
Miles of wire operated by this company,	390	365.25

Gauge of track, ... 4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PITTSBURGH AND MANSFIELD RAILROAD COMPANY.

Date of organization: August 6, 1889.

By what authority incorporated: Under general law, act of April 4, 1868, and the supplements thereto. Letters patent issued by the Governor of Pennsylvania August 5, 1889.

The road is not in operation.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas P. Roberts	Allegheny, Pa.	August, 1891.
James J. Brown	Mansfield Valley, Pa.	do.
Mansfield B. Brown	Mansfield Valley, Pa.	do.
Robert Christie	Mansfield Valley, Pa.	do.
Robert J. Hardy	Mansfield Valley, Pa.	do.
Richard A. Roberts	Pittsburgh	do.
Robert H. Brown, president	Nashes, Forest county, Pa.	do.

Date of last meeting of stockholders for election of directors: August 6, 1890.

Postoffice address of general office: Mansfield Valley, Allegheny county, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	Robert H. Brown	Nashes, Forest county, Pa.
Secretary	James J. Brown	Mansfield Valley, Pa.
Treasurer	Robert Christie	Mansfield Valley, Pa.
Chief Engineer	Thomas P. Roberts	Allegheny, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh and Mansfield Railroad Company	Pittsburgh	Mansfield	5	5

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$2,520 00	Capital stock	$2,520 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Has none.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Has none.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Has none.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Has none.

PITTSBURGH, McKEESPORT AND YOUGHIOGHENY RAILROAD COMPANY.

Date of organization: August 4, 1881.

By what authority incorporated: Pennsylvania.

If a consolidated company, name the constituent companies: McKeesport and Belle Vernon, October 7, 1890.

Operated by Pittsburgh and Lake Erie Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. Vanderbilt.	New York, N. Y.,	January 26, 1892.
W. K. Vanderbilt.	New York, N. Y.,	do.
H. McK. Twombly,	New York, N. Y.,	do.
Jas. Tillinghast,	New York, N. Y.,	do.
John Newell,	Chicago, Ill.,	do.
J. H. Reed,	Pittsburgh,	do.
J. M. Bailey,	Pittsburgh,	do.
Jas. I. Bennett,	Pittsburgh,	do.
M. W. Watson,	Pittsburgh,	do.
Henry Hice.	Beaver, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 27, 1891.

Postoffice address of general office: Corner Sixth avenue and Wood street, Pittsburgh.

Postoffice address of operating company: Pittsburgh and Lake Erie Railroad Company, Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	J. H. Reed,	Pittsburgh.
Secretary and Treasurer.	John G. Robinson,	do.
Auditor.	C. H. Bronson.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburgh, McKeesport and Youghiogheny.	Pittsburgh, Pa.,	New Haven, Pa.,	P. & L. E. R. R. Co.,	64.79	64.79
McKeesport and Belle Vernon.	Reynoldton, Pa.,	Belle Vernon, Pa.	P. & L. E. R. R. Co.,	27.80	27.80
Total mileage,				92.59	92.59

Copies of contract sent with previous reports.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$7,326,603 21	Capital stock,	$3,959,650 00
Cost of equipment,	383,046 79	Funded debt,	3,750,000 00
Total,	$7,709,650 00	Total,	$7,709,650 00

CONTRACTS, AGREEMENTS, ETC.

American Express Company, $15.00 per day.

The United States Postoffice Department, based on a rate per mile, regulated by weight and paid quarterly.

First. Agreement made July 8, 1884, between the Lake Shore and Michigan Southern and the Pittsburgh and Lake Erie, and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies and William H. Vanderbilt, providing for an increase of the bonds and stock of the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Second. Agreement between the Baltimore and Ohio, the Pittsburgh and Connellsville and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies, providing for a crossing and a lease of a branch line by the Pittsburgh and Connellsville Railroad Company to the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Third. Lease of the West Youghiogheny Branch of the Pittsburgh and Connellsville Railroad to the Pittsburgh, McKeesport and Youghiogheny Railroad Company, dated October 6, 1882, to which as parties are the Baltimore and Ohio, and the Pittsburgh and Connellsville, and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies.

Fourth. Agreement dated August 10, 1882, between the Youghiogheny Northern Railroad Company and the H. C. Frick Coke Company and the Pittsburgh, McKeesport and Youghiogheny Railroad Company, providing for the lease of the Youghiogheny Northern railroad line to the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Fifth. Lease of the Pittsburgh, McKeesport and Youghiogheny railroad to the Pittsburgh and Lake Erie Railroad Company, dated January 1, 1884.

Sixth. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern, and the Pittsburgh and Lake Erie Railroad Companies and the Pittsburgh, McKeesport and Youghiogheny Railroad Company and William H. Vanderbilt, providing for the construction of the Pittsburgh, McKeesport and Youghiogheny railroad.

Seventh. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern and the Pittsburgh and Lake Erie Railroad Companies, providing for the operation of the Pittsburgh, McKeesport and Youghiogheny railroad in the interests of the two said companies.

Eighth. Agreement dated October 7, 1890, between the Pittsburgh and Lake Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Western Union Telegraph Company. Contract made May 1, 1884. Telegraph Company to furnish poles, wires, insulators, etc., and railroad company to set poles and collect charges on commercial messages.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Pittsburgh,	New Haven, Pa.,	64.79	$34,727 58
Second mortgage,	Pittsburgh,	New Haven, Pa.,	64.79	13,891 03
McKeesport and Belle Vernon railroad first mortgage,	Reynoldton, Pa.,	Belle Vernon, Pa.,	27.80	21,582 73

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	9	9
Number iron,	39	39
Number wooden,	5	5
Trestles:		
Number,	43	43
Aggregate length (feet),	10,413	10,413
Tunnels:		
Number,	1	1
Maximum length (feet),	1,588	1,588
Minimum length (feet),	1,588	1,588
Aggregate length of all tunnels (feet),	1,588	1,588
Telegraph:		
Miles of line operated by this company. See P. & L. E. report.		

Gauge of track, ... 4 ft. 8¾ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Pittsburgh, P. & L. E. R. R. Co.

PITTSBURGH AND MOON RUN RAILROAD COMPANY.

Date of organization: February 10, 1891.

Up to June 30, 1891, grading of road bed not completed.

If a consolidated company, name the constituent companies: Road in process of construction.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
A. M. Wilcox,	Painesville, Ohio.	S. A. McClung,	Pittsburgh.
P. M. Hitchcock,	Cleveland, Ohio.	N. F. Sanford,	Chartiers, Pa.
J. S. Casement,	Painesville, Ohio.	C. E. Doolittle,	Hamilton, Ont.
R. L. Casement,	Painesville, Ohio.		

Date of last meeting of stockholders for election of directors: February 13, 1891.

Postoffice address of general office: Moon Run, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	Aaron M. Wilcox,	Cleveland, Ohio.
Secretary	R. L. Casement,	Westinghouse Building, Pittsburgh.
Treasurer	P. M. Hitchcock,	Cleveland, Ohio.
General Manager	N. F. Sanford,	Chartiers, Pa.
General Freight Agent	N. F. Sanford,	Chartiers, Pa.

STOCKS OWNED.

N. F. Sanford	$100 00
P. M. Hitchcock	18,200 00
J. S. Casement	9,700 00
A. M. Wilcox	20,000 00
Richard Brown	20,000 00
C. S. Wilcox	10,000 00
C. E. Doolittle	10,000 00

PITTSBURGH AND NORTHERN RAILROAD COMPANY.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John W. Chalfant	Allegheny, Pa.,	January 11, 1892.
Charles H. Coster	New York, N. Y.,	do.
A. J. Thomas	New York, N. Y.,	do.
Solon Humphreys	New York, N. Y.	do.
J. D. Callery	Pittsburgh,	do.
J. S. Kirk	Allegheny, Pa.,	do.
J. V. Patton	Allegheny, Pa.,	do.
T. J. Crump	Allegheny, Pa.,	do.
H. W. Oliver	Allegheny, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: Allegheny, Pa.
Postoffice address of operating company: Allegheny, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	H. W. Oliver,	Allegheny, Pa.
Secretary	T. J. Crump,	do.
Treasurer		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh and Northern railroad	Millvale	Brookfield	3.56	3.56
Total mileage operated			3.56	3.56

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Station agents,	1	$60 00	$0 19
Other station men,	1	780 00	2 49
Enginemen,	1	420 00	1 34
Firemen,	1	600 00	1 92
Section foremen,	1	480 00	1 53
Other trackmen,	1	331 20	1 06
Total,	6	$2,671 20	$1 42
Distribution of above:			
Maintenance of way and structures,	....	$811 20	.....
Maintenance of equipment,	....	60 00	.....
Conducting transportation,	....	1,800 00	.....
Total,	6	$2,671 20	.....
Employes in Pennsylvania:			
Total yearly compensation of employes in Pennsylvania,	6	$2,671 20	.....

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	17	17
Aggregate length (feet),	850	850

Gauge of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PITTSBURGH AND SOUTH SIDE RAILROAD COMPANY.

Date of organization: September 11, 1889.

By what authority incorporated: Act of the general assembly, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

Not yet constructed.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. E. Thompson,	Philadelphia,	January 12, 1892.
Edmund H. Bell,	do.	do.
George J. Elliott,	do.	do.
H. B. Caldwell,	do.	do.
Arthur W. Toby,	do.	do.
George G. Glenn,	do.	do.
Nathan L. Keyser,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: 259 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Wm. E. Thompson,	Philadelphia.
Vice President,	Edmund H. Bell,	do.
Secretary,	John A. Glenn,	do.
Treasurer,	Daniel Lammot,	do.
General Solicitor, Attorney or Counsel,	Samuel Gustine Thompson,	do.

PITTSBURGH, VIRGINIA AND CHARLESTON RAILWAY COMPANY.

Date of organization: October 14, 1868.

By what authority incorporated: Act of incorporation April 8, 1867. Supplements: March 31, 1868, February 4, 1870, March 3, 1870, April 6 and 16, 1870, May 9, 1871, February 7, 1873, and April 22, 1879.

If a consolidated company, name the constituent companies: The Brownsville Railway Company was consolidated with the Pittsburgh, Virginia and Charleston Railway Company, April 20, 1880. The Brownsville Railway Company was chartered October 6, 1875.

Pittsburgh and White Hall Railroad Company was consolidated with the Pittsburgh, Virginia and Charleston Railway Company, March 27, 1888. Pittsburgh and White Hall Railroad Company was chartered November 9, 1882.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia,	May 3, 1892.
W. H. Barnes,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
W. L. Elkins,	Philadelphia,	do.
W. J. Howard,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
A. M. Byers,	Pittsburgh,	do.
Chas. E. Speer,	Pittsburgh,	do.
Geo. V. Lawrence,	Monongahela City,	do.
Chas. L. Taylor,	Pittsburgh,	do.
Joseph Walton,	Pittsburgh,	do.

Date of last meeting of stockholders for election of directors: May 5, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia, Pa.
Secretary,	D. P. Corwin,	Pittsburgh, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburgh, Virginia and Charleston Railway Co.	Pittsburgh,	West Brownsville.	Pennsylvania Railroad Company.	53.23	53.23
Branches,				19.29	19.29
Total mileage,				72.52	72.52

Leased to the Pennsylvania Railroad Company for fifty years from April 1, 1882. Rental: Net earnings.

STOCKS OWNED.

Pittsburgh, Virginia and Charleston Railway Company (total par value),	$6,550 00
Total,	$6,550 00

GENERAL BALANCE SHEET,

DR.		CR.	
Cost of road,	$5,798,780 71	Capital stock,	$2,016,800 00
Other permanent investments,	1,250 00	Funded debt,	3,000,000 00
Cash and current assets,	149,407 06	Current liabilities,	97,419 64
		Judgment bonds,	600,000 00
		Mortgages, real estate,	10,000 00
		Dividend scrip,	11 631 00
		Profit and loss,	213,587 13
Total,	$5,949,437 77	Total,	$5,949,437 77

IMPORTANT CHANGES DURING THE YEAR.

A dividend of six per cent. in scrip convertible into capital stock was declared payable, May 1, 1891,	$114,312 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of road.
	From—	To—	Miles.	
First mortgage bonds,	Pittsburgh,	West Brownsville,	53.23	
Branches,			19.29	
Total,			72.52	$41,367 89

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, $2,000.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	11	11
Number iron,	23	23
Number wooden,	13	13
Trestles:		
Number,	6	6
Aggregate length (feet),	1,873	1,873
Tunnels:		
Number,	1	1
Maximum length (feet),	280	280
Minimum length,	280	280
Aggregate length of all tunnels (feet),	280	280
Telegraph:		
Miles of line owned by this company,	70.50	70.50
Miles of wire owned by this company,	131.80	131.80
Miles of line operated by Pennsylvania Railroad Company, lessee,	70.50	70.50
Miles of wire operated by Pennsylvania Railroad Company, lessee,	131.80	131.80

Gauge of track, ... 4 ft. 9 in.

PITTSBURGH AND WESTERN RAILWAY COMPANY.

Date of organization: June 28, 1887.

By what authority incorporated: Pennsylvania Statutes, act of March 24, 1865 (P. L. 49), act of April 4, 1868 (P. L. 62), act of May 25, 1878 (P. L. 145).

If a consolidated company, name the constituent companies: Original corporation, "Pittsburgh and Western Railroad Company," organized under act of April 4, 1868, and foreclosed.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry W. Oliver,	Allegheny, Pa.,	May 3. 1892.
Anthony J. Thomas,	New York, N. Y.,	do.
Samuel Spencer,	New York, N. Y.,	do.
Charles H. Coster,	New York, N. Y.,	do.
Solon Humphreys,	New York, N. Y.,	do.
M. K. Moorhead,	Pittsburgh,	do.
J. D. Callery,	Pittsburgh,	do.
John W. Chalfant,	Pittsburgh,	do.
W. H. Singer,	Pittsburgh,	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office: Allegheny, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Henry W. Oliver,	Allegheny, Pa.
Vice President,	A. J. Thomas,	New York, N. Y.
Secretary,	T. J. Crump,	Allegheny, Pa.
Treasurer,	W. H. Duffell,	Allegheny, Pa.
Chief Engineer,	Paul Didier,	Allegheny, Pa.
General Counsel,	John McCleave,	Pittsburgh.
Auditor,	J. L. Kirk,	Allegheny, Pa.
General Manager,	J. V. Patton,	Allegheny, Pa.
General Passenger and Ticket Agent,	C. W. Bassett,	Allegheny, Pa.
General Freight Agent,	W. L. Cromlish,	Allegheny, Pa.
Division Superintendent,	William Truby,	New Castle, Pa.
Division Superintendent,	R. B. Reynolds,	Foxburg, Pa.
Superintendent of Telegraph,	G. H. Williams,	Allegheny, Pa.
General Baggage Agent,	C. W. Bassett,	Allegheny, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main Line Owned.				
Pittsburgh and Western railway,	Allegheny City, Pa. (Wood's Run),	New Castle, Pa.,	63	203.20
	Callery Junction, Pa.,	Mt. Jewett,	140.20	
Branch Line Owned.				
Pittsburgh and Western railway,	Clarion Junction, Pa.,	Clarion, Pa.,	6.20	10.70
	Duck Run, Pa.,	Crowther's, Pa.,	3.50	
	Kane Junction, Pa.,	Kane, Pa.,	1	
Total mileage operated,			213.90	213.90

BONDS OWNED.

Trumbull and Mahoning Railroad Company.

STOCKS OWNED.

NAME.	Total par value.	Rate, per ct.	Income or dividend received.
Trumbull and Mahoning Railroad Company,			
Foxburg Bridge Company,	$50,000 00	6	$3,000 00
Pittsburgh and Northern Railroad Company,	150,000 00		

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$23,724,732 45	Capital stock,	$12,000,000 00
Bonds and stocks of other companies owned, valued at,	445,964 73	Funded debt,	11,205,153 61
		Current liabilities,	1,368,536 53
Other assets: Sundries,	882,981 47	Profit and loss,	479,988 51
Total,	$25,053,678 65	Total,	$25,053,678 65

CONTRACTS. AGREEMENTS, ETC.

Wells, Fargo and Company's Express, railroad company receives 40 per cent. of gross earnings upon its line.

Mails—Compensation fixed by the Postoffice Department.

Pullman Palace Cars—Railroad company pays 2 cents per mile run.

Anchor Line—Joint revenue, divides upon mileage basis.

Pennsylvania Railroad Company trackage contracts; Pittsburgh Junction railroad receives $2.00 per car hauled by it; Baltimore and Ohio Railroad Company, joint revenue, divides upon mileage basis; Bradford, Bordell and Kinzua Railroad Company, joint revenue, divides upon mileage basis, or upon basis local rate when non-competitive.

Western Union Telegraph Company maintains and operates lines, and has exclusive right of way.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	18	$46,279 80	
General office clerks	43	27,789 60	$2 07
Station agents	34	19,128 00	1 54
Other station men	55	27,570 00	1 37
Enginemen	90	83,806 00	3 12
Firemen	79	41,859 80	1 65
Conductors	77	50,697 80	2 59
Other trainmen	267	114,365 40	1 87
Machinists	48	28,626 60	2 25
Carpenters	100	47,834 40	2 21
Other shopmen	200	92,574 30	1 58
Section foremen	40	25,760 00	1 62
Other trackmen	220	87,663 60	1 32
Switchmen, flagmen and watchmen	3	1,000 00	93
Telegraph operators and dispatchers	40	19,442 40	1 53
All other employes and laborers	115	48,596 00	1 49
Total	1,429	$762,993 70	$2 08
Distribution of above:			
General administration	61	$74,069 40	$3 83
Maintenance of way and structures	260	129,334 30	1 74
Maintenance of equipment	405	179,162 40	1 62
Conducting transportation	703	380,427 60	1 81
Total	1,429	$762,993 70	$2 08
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	1,429		
Total yearly compensation of employes in Pennsylvania		$762,993 70	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	11	11
Number iron	11	11
Number wooden	35	35
Trestles:		
Number	39	39
Aggregate length (feet)	29,056	29,056
Tunnels:		
Number	4	4
Maximum length	688	688
Minimum length	125	125
Aggregate length of all tunnels	1,118	1,118
Telegraph:		
Miles of line operated by Western Union Telegraph Company	Unknown.	

Gauge of track, . . { . . . . . 3 ft.
. . . . . 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Station-house, Kane, Pa., owned by Philadelphia and Erie Railroad Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Passenger, Pittsburgh Passenger Committee. Freight, Pittsburgh Weighing and Inspection Bureau of Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Anchor Line.

PITTSBURGH, YOUNGSTOWN AND ASHTABULA RAILROAD COMPANY

Date of organization: July 22, 1887.

By what authority incorporated: The Pittsburgh, Youngstown and Ashtabula Railroad Company was created and organized under the authority of the laws of the States of Ohio and Pennsylvania, and is the result of a series of consolidations, as follows:

In April, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Pennsylvania.

In June, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Ohio.

In June, 1865, these two companies were consolidated under the laws of Ohio and Pennsylvania into the Lawrence Railroad Company.

In July, 1872, the Youngstown and Canfield Railroad Company was incorporated under the laws of Ohio.

In April, 1873, the Lawrence Railroad Company and the Youngstown and Canfield Railroad Company were consolidated into the Lawrence Railroad Company.

In March, 1881, the New Brighton and New Castle Railroad Company was incorporated under the laws of Pennsylvania.

In February, 1870, the Ashtabula, Youngstown and Pittsburgh Railroad Company was incorporated under the laws of Ohio.

In September, 1878, the Ashtabula, Youngstown and Pittsburgh Railroad Company was reorganized in pursuance of judicial proceedings in the court of common pleas of Mahoning county, Ohio, and became the Ashtabula and Pittsburgh Railway Company.

In March, 1881, the Alliance, Niles and Ashtabula Railroad Company was incorporated under the laws of Ohio.

On the 3d day of May, 1887, the Lawrence Railroad Company and the New Brighton and New Castle Railroad Company were consolidated into the Youngstown, Lawrence and Pittsburgh Railroad Company.

On the 4th day of May, 1887, the Ashtabula and Pittsburgh Railway Company and the Alliance, Niles and Ashtabula Railroad Company were consolidated under the laws of Ohio into the Ashtabula, Niles and Youngstown Railroad Company.

On the 22d of July, 1887, the Youngstown, Lawrence and Pittsburgh Railroad Company and the Ashtabula, Niles and Youngstown Railroad Company were consolidated under the laws of Ohio and Pennsylvania into the Pittsburgh, Youngstown and Ashtabula Railroad Company.

Operated by the Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. Hutchinson,	Philadelphia,	May 19, 1892.
Geo. B. Roberts,	Philadelphia,	do.
James McCrea,	Pittsburgh,	do.
John E. Davidson,	Pittsburgh,	do.
Wm. Thaw, Jr.,	Pittsburgh,	do.
Wm. Mullins,	Pittsburgh,	do.
Caleb B. Wick,	Youngstown, Ohio,	do.
W. S Bonnell,	Youngstown, Ohio,	do.
J. G. Butler, Jr.,	Youngstown, Ohio,	do.
H. L. Morrison,	Ashtabula, Ohio,	do.
Amos C. Fisk,	Ashtabula, Ohio,	do.

Date of last meeting of stockholders for election of directors: May 21, 1891.
Postoffice address of general office: Pittsburgh.
Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John N. Hutchinson,	Philadelphia.
Secretary,	S. B. Liggett,	Pittsburgh.
Treasurer,	T. H. B. McKnight,	Pittsburgh.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
Pittsburgh, Youngstown and Ashtabula railroad.	Kenwood,	Ashtabula Harbor.	Pennsylvania Co..	125.17	27.76
	Niles, O.,	Alliance, O.,			
Total mileage,				125.17	27.76

Lease is dated August 1, 1887, and runs from year to year, subject to termination by either party on twelve months' written notice.
The lessee operates the road at cost and pays the net earnings to the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,107,961 38	Capital stock,	$3,033,341 58
Cost of equipment,	568,428 21	Funded debt,	3,372,000 00
Cash and current assets,	167,830 10	Accrued interest on funded debt not yet payable,	59,558 34
		Profit and loss,	379,319 77
Total,	$6,844,219 69	Total,	$6,844,219 69

IMPORTANT CHANGES DURING THE YEAR.

Road was extended 5.86 miles from Wampum Junction to Lawrence Junction, Pa. Extension opened April 30, 1891.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First consolidated mortgage,	Kenwood, Alliance, O.,	Ashtabula, O., Niles, O.,	125.17	$31,956 54
First mortgage, A. & P. Ry. Co.,	Youngstown, O.,	Niles, O.,	62.60	23,961 66
First mortgage, Lawrence R. R. Co.,	Lawrence, Junc. Pa.,	Youngstown, O.,	19.27	18,681 57

EMPLOYES AND SALARIES.

General officers, 3; the president is the only officer receiving salary, and he is paid by the lessee.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	.....
Number iron,	29	14
Number wooden,	31	2
Number combination,	1	1
Trestles:		
Number,	40	16
Aggregate length (feet),	7,450½	3,578
Telegraph:		
Miles of line owned by this company,	99.10	12.50
Miles of wire owned by this company,	*18.30 237.40	*7.50 35
Miles of line operated by Western Union Telegraph Company, jointly with Pennsylvania Company,	18.30	7.50
Miles of wire operated by Western Union Telegraph Company,	5	.....

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The consolidated mortgage bonds have a sinking fund of one per cent. annually of the amount of bonds outstanding, provided bonds can be purchased for par or less, but if bonds cannot be purchased at prices stipulated then the annual instalment lapses and reverts to the treasury of the company.

$1,800,000.00 consolidated mortgage bond s are reserved to redeem bonds of A. & P Ry. Co. and Lawrence R. R. Co.

PITTSBURGH, YOUNGSTOWN AND ASHTABULA RAILROAD —PENNSYLVANIA COMPANY OPERATING.

Date of organization: 1871.

By what authority incorporated: History of Pittsburgh, Youngstown and Ashtabula railroad should appear in lessor company's report.

*Jointly with Western Union Telegraph Company.

OFFICERS OF PENNSYLVANIA COMPANY.

TITLE.	NAMES.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
First Vice President,	James McCrea,	Pittsburgh.
Second Vice President,	J. T. Brooks,	Pittsburgh.
Third Vice President,	Thos. D. Messler,	Pittsburgh.
Fourth Vice President,	John E. Davidson,	Pittsburgh.
Secretary,	S. B. Liggett,	Pittsburgh.
Treasurer,	T. H. B. McKnight,	Pittsburgh.
Chief Engineer,	Thos. Rodd,	Pittsburgh.
General Counsel,	J. T. Brooks,	Pittsburgh.
Auditor of Freight Receipts,	John M. Lyon,	Pittsburgh.
Auditor of Passenger Receipts,	J. P. Farley,	Pittsburgh.
Auditor of Disbursements,	James Instan,	Pittsburgh.
General Manager,	Joseph Wood,	Pittsburgh.
General Superintendent of Transportation,	E. B. Taylor,	Pittsburgh.
Comptroller,	John W. Renner,	Pittsburgh.
Assistant Comptroller,	Albert McElevey,	Pittsburgh.
General Passenger and Ticket Agent,	E. A. Ford,	Pittsburgh.
Chief Assistant General Passenger Agent,	Frank Van Dusen,	Pittsburgh.
General Freight Agent,	Wm. Stewart,	Pittsburgh.
General Superintendent,	Chas. Watts,	Pittsburgh.
Division Superintendents,	J. M. Kimball,	Lawrence Junction, Pa.
Purchasing Agent,	Wm. Mullins,	Pittsburgh.
Superintendent of Telegraph,	E. C. Bradley,	Pittsburgh.
General Baggage Agent,	R. R. Bently,	Pittsburgh.

PROPERTY OPERATED

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Pittsburgh, Youngstown and Ashtabula railroad.	Kenwood, Pa.,	Ashtabula Harbor, O.	98.98	27.76
	Niles, O.,	Alliance Junction, O.	24.90	.....
Canfield branch,	Canfield Junction, O.	Foster Coal Mines, O.	1.29	.....
Pittsburgh, Ft. Wayne and Chicago railway,*	Alliance Junction, O.	Alliance, O.,	2.70	.....
Total mileage operated,	.....	.....	127.87	27.76

CONTRACTS, AGREEMENTS, ETC.

Express—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic and seventy per cent. of gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadriennial period.

Sleeping, Parlor or Dining Car Companies—Pullman's Palace Car Company furnishes its own cars for use over this road, maintaining the same and collecting from passengers 25 cents to $2.50 each for single seat or birth, according to distance, in addition to the regular railroad fare collected by this company.

Freight or Transportation Companies or Lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Telegraph Companies—The Western Union Telegraph Company pays a fixed rental for telegraph privileges furnished. It receives a proportion of the telegraph receipts and pays a proportion of the expenses.

Other Contracts—The Union News Company pays this company a fixed rental for use of privileges granted over its lines.

* Used jointly under trackage rights.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	33	$7,126 25	
Division officers	7	8,132 88	
General office clerks	17	14,322 34	$2 76
Other employes (general office clerks)	5	3,441 74	2 01
Station agents	23	14,508 00	1 75
Other station men	25	14,100 00	1 56
Enginemen	48	49,245 06	3 27
Firemen	51	30,029 23	1 88
Conductors	34	32,540 48	3 02
Other trainmen	77	54,221 04	2 25
Machinists	5	3,369 86	1 96
Carpenters	16	11,160 59	2 24
Other shopmen	6	3,891 10	1 93
Section foremen	30	17,329 00	1 51
Other trackmen	192	71,268 05	1 19
Switchmen, flagmen and watchmen	14	6,300 00	1 25
Telegraph operators and dispatchers	16	9,900 00	1 72
Employes—account floating equipment	5	3,243 85	2 01
All other employes and laborers	90	52,513 53	1 64
Total	695	$406,643 00	
Distribution of above:			
General administration	63	$33,023 21	
Maintenance of way and structures	222	88,597 05	
Maintenance of equipment	27	18,421 55	
Conducting transportation	383	266,601 19	
Total	695	$406,643 00	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	322		
Total yearly compensation of employes in Pennsylvania		$197,951 37	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	2	
Number iron	29	14
Number wooden	31	2
Number combination	1	1
Trestles:		
Number	40	16
Aggregate length (feet)	7,450½	3,578
Telegraph:		
Miles of line operated by this company	99.1	21.8
Miles of wire operated by this company	249.9	52.9
Miles of line operated by Western Union Telegraph Company, jointly with this company	18.3	9.3
Miles of wire operated by Western Union Telegraph Company, jointly with this company	5	
Gauge of track		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Should appear in lessor company's report.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Anchor Line.

PLYMOUTH RAILROAD COMPANY.

Date of organization: December 9, 1867.
By what authority incorporated: Authority of State of Pennsylvania (no data).
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Boyd,	Norristown, Pa.,	Second Monday in December, 1891.
John Slingluff,	Norristown, Pa.,	do. do.
George W. Longaker,	Norristown, Pa.,	do. do.
Michael O'Brien,	Conshohocken, Pa.,	do. do.
Richard Dale,	Philadelphia,	do. do.
Edwin Swift,	Philadelphia.	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in December, 1890.
Postoffice address of general office: 132 South Fourth street, Philadelphia.
Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Winfield S. Wilson,	132 S. Third street, Philadelphia.
Secretary and Treasurer,	Wm. W. Stephens,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Plymouth railroad. . .	Conshohocken, . .	Oreland.	Philadelphia and Reading Railroad Company, ...	8.9	8.9

The Plymouth railroad (as a branch of the Philadelphia, Germantown and Norristown railroad) was leased to the Philadelphia and Reading Railroad Company on the 10th day of November, 1870.
All questions unanswered in this report should be returned by the lessees.

GENERAL BALANCE SHEET.

DR.		CR.	
Plymouth Railroad Company, . . .	$286,545 19	Capital stock, ...	$12,050 00
		Philadelphia, Germantown and Norristown Railroad Company, .	274,495 19
Total, ...	$286,545 19	Total, ...	$286,545 19

EMPLOYES AND SALARIES.

General officers, 2; no compensation.

CHARACTERISTICS OF ROAD.

Gauge of track,	4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

POINT BREEZE RAILROAD COMPANY.

Date of organization: 1877.

If a consolidated company, name the constituent companies: Road not built.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Norris W. Harkness,	S. E. cor. 4th and Chestnut Sts., Philadelphia.	Charles N. Quarles,	227 South Fourth street, Philadelphia.
Malcolm Lloyd,	S. E. cor. 4th and Chestnut Sts., Philadelphia.	Wm. G. Brown,	227 South Fourth street, Philadelphia.
E. P. Cooper,	S. E. cor. 4th and Chestnut Sts., Philadelphia.	Chas. E. Bushnell,	S. E. cor. 4th and Chestnut Sts., Philadelphia.

Date of last meeting of stockholders for election of directors: October 2, 1889.

Postoffice address of general office: Southeast cornor Fourth and Chestnut streets, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Wm. G. Warden,	S. E. cor. 4th and Chestnut Sts., Philadelphia.
Secretary and Teasurer,	Chas. E. Bushnell,	do. do.

GENERAL BALANCE SHEET.

DR.		CR.	
Lands owned,	$4,552 84	Capital stock,	$7,200 00
Cash and current assets,	346 45		
Expense account,	1,097 70		
Profit and loss,	1,203 01		
Total,	$7,200 00	Total,	$7,200 00

POMEROY AND NEWARK RAILROAD COMPANY.

Date of organization: December 3, 1881, and December 29, 1881.

By what authority incorporated: The Doe Run and White Clay Creek Railroad Company was organized under an act of the General Assembly of the Commonwealth of Pennsylvania, approved March 24, 1868.

The name of the company was changed to the Pennsylvania and Delaware Railway Company, by act of assembly approved April 20, 1869.

The Delaware and Pennsylvania Railroad Company was organized under an act of the General Assembly of the Commonwealth of Delaware, passed February 26, 1857.

The Pennsylvania and Delaware Railway Company, and the Delaware and Pennsylvania Railroad Company, were consolidated and merged into one company under the name and title of the Pennsylvania and Delaware Railway Company, by authority of the laws of the States of Pennsylvania and Delaware, a joint agreement dated March 17, 1873, being filed in the office of the Secretary of the Commonwealth of Pennsylvania, May 3, 1873.

The Pennsylvania and Delaware Railway was sold under foreclosure of mortgage August 12, 1879, which sale was confirmed absolutely by the circuit court of the United States for the Eastern district of Pennsylvania, October 25, 1879.

On February 5, 1880, a new corporation was organized, entitled the Pomeroy and State Line Railroad Company, for that portion of the railroad extending from Pomeroy, in Chester county, Pa., to the boundary line between the States of Pennsylvania and Delaware, under the provisions of an act of the Legislature of Pennsylvania, approved April 8, 1861, and the supplements thereto. The certificate of reorganization was filed in the office of the Secretary of the Commonwealth of Pennsylvania, February 26, 1880.

A corporation under the name of the Newark and Delaware City Railroad Company, for that portion of the railroad extending from the boundary line between the States of Pennsylvania and Delaware, to Delaware City, was organized on March 29, 1880, in pursuance of an act of the Legislature of Delaware, passed March 27, 1879.

Under the authority of an act of the Legislature of the State of Delaware, passed March 19, 1881, the portion of the Newark and Delaware City railroad, lying between the north line of right of way of the main line of the Philadelphia, Wilmington and Baltimore railroad, and Delaware City, was sold to the Philadelphia, Wilmington and Baltimore Railroad Company. Under the authority of the same act, the residue of the railroad lying between the said northern line of the Philadelphia, Wilmington and Baltimore railroad and the State Line was consolidated and merged into the Pomeroy and State Line railroad, the name of the consolidated company being changed to the Pomeroy and Newark Railroad Company. The agreement of consolidation and merger was dated December 2, 1881, copies of which were filed with the Secretary of the Commonwealth of Peunsylania, December 29, 1881, and with the Secretary of the State of Delaware, December 3, 1881.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Wilson,	Philadelphia,	May 2, 1892.
J. N. DuBarry,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Montgomery Co., Pa.,	do.
John P. Green,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
W. H. Barnes,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: Pennsylvania Railroad Company, 233 South Fourth street.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	W. H. Wilson,	Philadelphia.
Secretary,	James R. McClure,	do.
Treasurer,	James R. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
	From—	To—			
Pomeroy and Newark Railroad Company.	Pomeroy, Pa.,	Newark, Del.,	Pennsylvania Railroad Company.	26.70	21.66
Total mileage,				26.70	21.66

Leased to the Pennsylvania Railroad Company for the term of 99 years from and after March 1, 1880. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$502,056 25	Capital stock,	$500,000 00
Cash and current assets,	4 35	Current liabilities,	149,304 01
Profit and loss,	147,243 41		
Total,	$649,304 01	Total,	$649,304 01

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	23	16
Telegraph:		
Miles of line owned by this company,	26.70	21.66
Miles of wire owned by this company,	26.70	21.66
Miles of line operated by Pennsylvania Railroad Company, lessee,	26.70	21.66
Miles of wire operated by Pennsylvania Railroad Company, lessee,	26.70	21.66

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

PRICEVILLE AND WINTON RAILROAD COMPANY.

Date of organization: June 11, 1890.

By what authority incorporated: Under provisions of an act of the General Assembly of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, etc.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward N. Willard,	Scranton, Pa.,	October, 6, 1891.
Frederick W. Mason, Jr.,	Scranton, Pa.,	do.
E. H. Lawall,	Plymouth, Pa.,	do.
Everett Warren,	Scranton, Pa.,	do.
J. P. Rafferty,	Brick Church, N. J.,	do.
Richard C. Shrineall,	Brooklyn, N. Y.,	do.

Date of last meeting of stockholders for election of directors: None held since organization.

Postoffice address of general office: Scranton, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Simon Borg,	No. 15 Cortlandt street, New York.
Secretary,	J. P. Rafferty,	do. do.
Treasurer,		
Auditor,	C. V. Ware,	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line,	Near Winton, Pa.,	Near Dickson City,	4.90	4.90

NOTE.—The above is the proposed line of the Priceville and Winton railroad. On June 30, 1891, no work of any kind had been done or right of way secured.

READING AND COLUMBIA RAILROAD COMPANY.

Date of organization: May 19, 1857.

By what authority incorporated: May 19, 1857, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim,	Philadelphia,	Second Monday in January, 1892.
A. J. Antelo,	Philadelphia,	do. do.
Thomas Dolan,	Philadelphia,	do. do.
H. C. Gibson,	Philadelphia,	do. do.
J. N. Hutchinson,	Philadelphia,	do. do.
James Boyd,	Norristown, Pa.,	do. do.
Thomas Baumgardner,	Lancaster, Pa.,	do. do.
George F. Baer,	Reading, Pa.,	do. do.
W. L. Small,	York, Pa.,	do. do.
Paris Haldeman,	Chickies, Pa.,	do. do.
B. F. Hiestand,	Marietta, Pa.,	do. do.
A. R. Royer,	Denver, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: 227 South Fourth street, Philadelphia, Pa.
Postoffice address of operating company: 227 South Fourth St., Philadelphia, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	Philadelphia.
Treasurer,	John Welsh,	Philadelphia.
Comptroller,	Daniel Jones,	Philadelphia.
Superintendent,	A. M. Wilson,	Columbia, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line,	Sinking Spring,	Columbia.	39.50	52.70
Lancaster branch,	Lancaster Junction,	Lancaster,	8.00	
Lebanon branch,	Manheim,	Mt. Hope,	5.20	
Lancaster and Reading Narrow Guage Railroad Company, Quarryville section.	Lancaster,	Quarryville,	15.30	15.30
Reading, Marietta and Hanover railroad.	Marietta Junction,	Chickies,	6.30	6.30
Total mileage operated,			74.30	74.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,197,332 78	Capital stock,	$958,373 09
Cost of equipment,	245,241 18	Funded debt,	2,009,166 67
Cash and current assets,	234,484 24	Current liabilities,	913,196 98
Material,	3,823 85	Accrued interest on funded debt not yet payable,	17,291 67
Profit and loss,	1,217,146 36		
Total,	$3,898,028 41	Total,	$3,898,028 41

CONTRACTS, AGREEMENTS, ETC.

United States Postoffice Department. Rate per mile.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.	Miles.	Amount of mortgage per mile of line.
First mortgage,	Main line and branches,	52.70	$12,333 97
Second mortgage.		52.70	6,641 37

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$1,080 00	
Station agents,	27	12,846 12	$1 52
Other station men,	15	6,204 00	1 32
Enginemen,	11	12,292 80	3 57
Firemen,	13	9,110 40	2 23
Conductors,	13	9,874 80	2 42
Other trainmen,	44	27,231 36	1 97
Machinists,	1	686 40	2 20
Carpenters,	5	3,124 80	1 99
Other shopmen,	3	2,116 00	2 22
Section foremen,	18	8,940 00	1 57
Other trackmen,	44	18,270 00	1 32
Switchmen, flagmen and watchmen,	14	4,812 00	1 13
Telegraph operators and dispatchers,	11	5,280 00	1 53
All other employes and laborers,	30	11,681 56	1 24
Total,	252	$133,550 24	$1 69
Distribution of above:			
General administration,	3	$1,080 00	$1 15
Maintenance of way and structures,	82	37,575 60	1 46
Maintenance of equipment,	2	1,284 00	2 05
Conducting transportation,	165	93,610 64	1 81
Total,	252	$133,550 24	$1 69
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	252		
Total yearly compensation of employes in Pennsylvania,		$133,550 24	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	20	20
Number iron,	16	16
Number wooden,	52	52
Trestles:		
Number,	15	15
Aggregate length (feet),	3,274	3,274
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	71	71
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	95	95

Gauge of track, ... 4 ft. 8½ in.

READING, MARIETTA AND HANOVER RAILROAD COMPANY.

Date of organization: February 28, 1882.
By what authority incorporated: Act of April 4, 1868, and supplements.
Operated by the Reading and Columbia Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim,	Philadelphia,	First Monday in May, 1892.
A. J. Antelo,	do.	do. do.
Thomas Cochran,	do.	do. do.
W. R. Taylor,	do.	do. do.
Albert Foster,	do.	do. do.
J. M. Landis,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 4, 1891.
Postoffice address of general office: 227 South Fourth street, Philadelphia.
Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Reading, Marietta and Hanover railroad.	Marietta Junction.	Chickies,	Reading and Columbia Railroad Co.	6.30	6.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$332,587 11	Capital stock,	$250,000 00
		Current liabilities,	82,587 11
Total,	$332,587 11	Total,	$332,587 11

EMPLOYES AND SALARIES.

General officers,	3

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	5	5
Trestles:		
Number,	5	5
Aggregate length (feet),	1,681	1,681

Gauge of track, ... 4 ft. 8½ in.

REW CITY AND ELDRED RAILROAD COMPANY.

Date of organization: March 16, 1882.

By what authority incorporated: Under the general law of the State of Pennsylvania, act of June, 1874, and amendments.

Operated by the Bradford, Bordell and Kinzua railroad.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John J. Carter,	Titusville, Pa.,	January, 1892.
John E. Ransom,	Buffalo, N. Y.,	do.
Aug. Stein,	New York city, N. Y.,	do.
M. L. Hinman,	Dunkirk, N. Y.,	do.
W. W. Brown,	Bradford, Pa.,	do.
A. I. Wilcox,	Bradford, Pa.,	do.
Geo. L. Roberts,	Bradford, Pa.,	do.
John C. McKenna,	Bradford, Pa.,	do.
L. J. Backer,	Boston, Mass.,	do.

Date of last meeting of stockholders for election of directors: January 12 1891.

Postoffice address of general office: Bradford, Pa.

Postoffice address of operating company: Bradford, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS
President,	John J. Carter,	Bradford, Pa.
Vice President,	A. I. Wilcox,	Bradford, Pa.
Secretary,	John E. Ransom,	Buffalo, New York.
Treasurer,	W. R. Dieffenback,	Bradford, Pa.
General Solicitor, Attorney or Counsel,	Geo. L. Roberts,	Bradford, Pa.
Auditor,	W. R. Dieffenback,	Bradford, Pa.
General Manager,	John J. Carter,	Bradford, Pa.
General Passenger Agent,	John C. McKenna,	Bradford, Pa
General Ticket Agent,		
General Freight Agent,		
General Superintendent,		
Superintendent of Telegraph,	W. R. Dieffenback,	Bradford, Pa.
General Baggage Agent	John C. McKenna,	Bradford, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Rew ity and Eldred railroad, .	Rew City, . .	Eldred, . . .	Bradford, Bordell and Kinzua railroad.	12.16	12.16
Total mileage, ...	. . . . .	. . . . .	. . . . .	12.16	12.16

The Rew City and Eldred railroad leased to the Bradford, Bordell and Kinzua Railroad Company for the term of its charter, by lease dated November 1, 1882, and the total issue of stock belongs to the Bradford, Bordell and Kinzua railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$108,899 37	Capital stock, ...	$111,000 00
Cost of equipment.	4,219 23	Current liabilities.	2,118 60
Total, ...	$113,118 60	Total, ...	$113,118 60

IMPORTANT CHANGES DURING THE YEAR.

George L. Roberts appointed receiver January 12, 1891.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number combination, ...	1	1
Trestles:		
Number, ...	10	10
Aggregate length (feet), ...	2,857	2,857
Gauge of track, ...	3 feet.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

RIDGWAY AND CLEARFIELD RAILROAD COMPANY.

Date of organization : April 25, 1882.
By what authority incorporated : General law of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
W. H. Barnes,	Philadelphia,	February 2, 1892.
John P. Green,	Philadelphia,	do.
George B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
Vacancy.		

Date of last meeting of stockholders for election of directors : February 3, 1891.
Postoffice address of general office : 233 South Fourth street, Philadelphia.
Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer.	Taber Ashton.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Ridgway and Clearfield Railroad Company.	Ridgway,	Falls Creek,	Pennsylvania Railroad Company.	27.23	27.23
Total mileage,				27.23	27.23

Operated by the Pennsylvania Railroad Company, under resolution of board of directors adopted July 23, 1884, for net earnings.
This arrangement is terminable at option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$985,469 80	Capital stock,	$491,000 00
Cash and current assets,	145,147 86	Funded debt,	491,000 00
		Profit and loss,	148,617 66
Total,	$1,130,617 66	Total,	$1,130,617 66

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Ridgway,	Falls Creek,	27.23	$18,031 58

EMPLOYES AND SALARIES.

General officers,	3

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	3	3
Number wooden,	12	12
Telegraph:		
Miles of line owned by this company,	27.23	27.23
Miles of wire owned by this company,	54.46	54.46
Miles of line operated by Pennsylvania Railroad Company,	27.23	27.23
Miles of wire operated by Pennsylvania Railroad Company,	54.46	54.46

Gauge of track,	4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that a sum sufficient to purchase bonds to the extent of one per cent. of the amount issued, whenever they can be obtained at par or less, should be annually appropriated therefor, provided the net earnings are sufficient.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

RIVER FRONT RAILROAD COMPANY.

Date of organization: May 5, 1876.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	Philadelphia,	March 22, 1892.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.
Frank Thomson,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Henry H. Houston,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
Wm. H. Barnes,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: March 24, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary and Treasurer,	James R. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Riverfront Railroad Company.	Lehigh avenue,	Dock street,	Pennsylvania Railroad Company.	3.62	3.62
	Canal street,	Laurel street,		.24	.24
Total mileage,				3.86	3.86

Leased to the Pennsylvania Railroad Company for the term of fifty years from and after May 1, 1882, at a rent of $23,000.00 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$592,681 70	Capital stock,	$216,000 00
Cash and current assets,	14,547 29	Funded debt,	216,000 00
Other assets:		Current liabilities,	151,857 50
Sinking fund,	4,000 00	Profit and loss,	27,371 49
Total,	$611,228 99	Total,	$611,228 99

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage 4½ per cent. registered,	Lehigh avenue,	Dock street,	3.62	$55,958 55
	Canal street,	Laurel street,	.24	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	1	1
Number wooden	1	1

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? By advertising annually until date of maturity of the bonds. Whenever said bonds can be purchased at not exceeding their par value, amounting at par to the sum of $2,000.00.

ROCHESTER, BEAVER FALLS AND WESTERN RAILWAY COMPANY.

Date of organization: March 27, 1889.
By what authority incorporated: General law, approved April 4, 1868.
The road is not in operation.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas D. Messler	Pittsburgh	The directors hold office until their successors are elected. No election has been held since January 27, 1890.
James McCrea	do.	
J. J. Brooks	do.	
Thomas Rodd	do.	
Felician Slataper	do.	
Wm. Mullins	do.	
S. C. Scott	do	
Lucien L. Gilbert	do.	

Date of last meeting of stockholders for election of directors: January 27, 1890.
Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	Thomas D. Messler	Pittsburgh.
Secretary	S. B. Liggett	do.
Treasurer	John E. Davidson	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line—Rochester, Beaver Falls and Western railway.	Rochester, ...	Wurtemburg, . .	Not yet built.	
Walnut Run branch.	All in Beaver Falls.	. . . . .	.52	.52

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$48,125 76	Capital stock.	$75,000 00
Due on capital stock, ...	26,874 24		
Total, ...	$75,000 00	Total, ...	$75,000 00

EMPLOYES AND SALARIES.

General officers, 3 : no yearly compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Tunnels:		
Number, ...	1	1
Maximum length (feet), ...	400	400
Gauge of track, ...		4 ft. 9 in.

RUPERT AND BLOOMSBURG RAILROAD COMPANY.

Date of organization : December 31, 1888.
By what authority incorporated : Act April 4, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
A. H. O'Brien, ...	Philadelphia, ...	First Monday in May, 1892.	
W. A. Church, ...	do.	do.	do.
W. R. Taylor, ...	do.	do.	do.
W. G. Brown, ...	do.	do.	do.
W. B. Scott, ...	do.	do.	do.
James M. Landis, ...	do.	do.	do.

Date of last meeting of stockholders for election of directors : May 4, 1891.
Postoffice address of general office : 227 South Fourth street, Philadelphia.
Postoffice address of operating company : 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary.	W. R. Taylor,	do.
Treasurer,	W. A. Church.	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Rupert and Bloomsburg railroad,	Rupert,	Bloomsburg,	1.60	1.60

STOCKS OWNED.

Bloomsburg Belt Line (total par value),	$4,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$55,767 57	Capital stock,	$50,000 00
Stocks of other companies owned,	122 00	Current liabilities,	12,707 11
Cash and current assets,	1,147 65		
Profit and loss,	5,669 89		
Total,	$62,707 11	Total,	$62,707 11

CONTRACTS, AGREEMENTS, ETC.

United States Government. Rate per mile.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	.....	.....
Station agents,	2	$1,440 00	$2 30
Other station men,	2	900 00	1 44
Section foremen,	2	960 00	1 53
Other trackmen,	5	1,950 00	1 25
Switchmen, flagmen and watchmen.	2	768 00	2 45
Telegraph operators and dispatchers,	2	847 80	1 35
All other employes and laborers,	5	2,340 00	1 46
Total,	23	$9,205 80	$1 28
Distribution of above:			
General administration,	3	.....	.....
Maintenance of way and structures,	7	$2,910 00	$1 33
Conducting transportation,	13	6,295 80	1 55
Total.	23	$9,205 80	$1 28
Employes in Pennsylvania :			
Total number of employes in Pennsylvania.	23	.....	.....
Total yearly compensation of employes in Pennsylvania,	.....	$9,205 80	.....

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	3
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	1.75	1.75
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	7.25	7.25

Gauge of track, ... 4 ft. $8\frac{1}{2}$ in.

SALISBURY RAILROAD COMPANY.

By what authority incorporated: Salisbury and Baltimore Railroad Company, State of Pennsylvania, act April 8, 1861; re-organized as the Salisbury Railroad Company, May 8, 1875.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. Holbrook,	Pittsburgh,	First Monday, May, 1892.
J. B. Jackson,	Pittsburgh,	do. do.
Johns McCleave,	Pittsburgh,	do. do.
A. J. Hill,	Vanderbilt, Pa.,	do. do.
C. S. Wight,	Pittsburgh,	do. do.
Francis Burns,	Baltimore, Md.,	do. do.
Chas. Donnelly,	Pittsburgh,	do. do.
J. M. Schoonmaker,	Pittsburgh,	do. do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office: Pittsburgh.

Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. B Washington,	Pittsburgh.
Secretary,	A. W. Black,	Pittsburgh.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Salisbury Railroad Company.	Salisbury Junction, Pa.,	West Salisbury, Pa.	Baltimore and Ohio Railroad Company.	8.60	8.60
Grassy Run extension,	Grassy Run Junction, Pa.,	Co-operative Mines, Pa.	Baltimore and Ohio Railroad Company.	2	2
Hocking extension,	Hocking Junction, Pa.,	Hamilton, No. 1, Pa.	Baltimore and Ohio Railroad Company.	1.10	1.10
Total mileage,				11.70	11.70

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock by the Pittsburgh and Connellsville Railroad Company, which latter company is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$260,523 44	Capital stock,	$117,800 00
Cost of equipment,	9,724 50	Scrip stock,	229 50
Cash and current assets,	3,917 11	Funded debt,	150,000 00
		Profit and loss,	6,135 55
Total,	$274,165 05	Total,	$274,165 05

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Salisbury Junction, Pa.	West Salisbury, Pa.,	11.70	$12,820 51

All equipment and income mortgaged.

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Station agents	2	$1 31
Enginemen	1	3 50
Firemen	1	1 80
Other shopmen	1	1 29
Section foremen	3	1 34
Other trackmen	11	1 10
Total	19	
Distribution of above:		
Maintenance of way and structures	14	
Maintenance of equipment	1	
Conducting transportation	4	
Total	19	
Employes in Pennsylvania:		
Total number of employes in Pennsylvania	19	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	5	5
Trestles:		
Aggregate length (feet)	1,360	1,360

Gauge of track, ... 4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SALTSBURG AND WEST LEBANON RAILROAD COMPANY.

Date of organization: August 1, A. D. 1890.

By what authority incorporated: Under the act of April 4, 1868, and the supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Arnold G. Plumer,	Girard House, Philadelphia,	September 11, 1891.
G. Herbert Millett,	Maple Lane, North Bristol road, Phila.,	do.
Francis B. Owen,	3918 Walnut street, Philadelphia,	do.
Frank M. Wirgman,	Fifth and Chestnut Sts., Philadelphia,	do.
Frank R. Shattuck,	Fifth and Chestnut Sts., Philadelphia,	do.
J. K. Scofield,	715 Spruce street, Philadelphia,	do.
A. Reynolds Colesberry,	2212 Pine street, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: September 11, 1890.
Postoffice address of general office: Room 40, northeast corner Fifth and Chestnut streets, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Arnold G. Plumer,	Girard House, Philadelphia.
Secretary,	Frank R. Shattuck,	Fifth and Chestnut streets, Philadelphia.
Treasurer,	G. Herbert Millett,	Maple Lane, North Bristol road, Phila.
Chief Engineer,	D. Jones Lucas,	Saltsburg, Pa.
General Solicitor, Attorney or Counsel.	Wm. M. Stewart, Jr.,	400 Chestnut street, Philadelphia.

PROPERTY OPERATED.

Nothing more has been done than to run the line between Saltsburg and West Lebanon, wholly in Indiana county, Pennsylvania, a distance of ten miles.

SCHUYLKILL AND LEHIGH RAILROAD COMPANY.

Date of organization: June 7, 1880.
By what authority incorporated: March 29, 1871.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George deB. Keim,	Philadelphia,	First Monday in May, 1892.
A. J. Antelo,	do.	do. do.
Thomas Cochran,	do.	do. do.
W. R. Taylor,	do.	do. do.
Albert Foster,	do.	do. do.
J. M. Landis,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 4, 1891.
Postoffice address of general office: 227 South Fourth St., Philadelphia, Pa.
Postoffice address of operating company: 227 South Fourth St., Philadelphia, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia, Pa.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welsh,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Schuylkill and Lehigh Railroad Company.	Reading, Pa.,	Slatington, Pa.,	Philadelphia and Reading Railroad Company,	44	44

Leased to the Philadelphia and Reading Railroad Company, April 11, 1883, for a term of nine hundred and ninety-nine years from May 1, 1883. Lessee pays all expenses of operating and meets all the financial obligations of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,063,800 32	Capital stock,	$50,000 00
Cash and current assets,	17,648 13	Funded debt,	1,000,000 00
		Current liabilities,	31,448 45
Total	$1,081,448 45	Total.	$1,081,448 45

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Reading, Pa.,	Slatington, Pa.,	44	$13,636 36
Second mortgage,			44	9,090 90

EMPLOYES AND SALARIES.

General officers, 3; no yearly compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Number wooden,	51	51
Trestles:		
Number,	23	23
Aggregate length (feet),	3,327	3,327

Gauge of track, ... 4 ft. 8½ in.

SCHUYLKILL RIVER EAST SIDE RAILROAD COMPANY.

If a consolidated company, name the constituent companies: Schuylkill River East Side railroad and Philadelphia, Newtown and Chester railroad, May 19, 1886. Filed with Secretary of Commonwealth May 21, 1886.

Operated by the Baltimore and Ohio Railroad Company and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.		
J. B. Washington,	Pittsburgh,	First Wednesday after second Tuesday in December, 1891.		
T. M. King,	Philadelphia,	do.	do.	do.
George deB. Keim,	Philadelphia,	do.	do.	do.
H. T. Douglass,	Baltimore, Md.,	do.	do.	do.
R. L. Ashhurst,	Philadelphia,	do.	do.	do.
John Carroll Walsh,	Jerusalem Mills, Md.	do.	do.	do.
J. Van Smith,	Philadelphia,	do.	do.	do.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Thomas M. King,	Philadelphia.
Secretary and Assistant Treasurer,	Theo. Frothingham,	Philadelphia.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Chief Engineer,	H. T. Douglas,	Baltimore, Md.
Auditor,	W. T. Thelin,	Baltimore, Md.
General Superintendent,	J. Van Smith,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line in Pennsylvania.
	From—	To—		
Schuylkill River East Side railroad.	West Side Schuylkill River, Pa.,	Park Junction, Philadelphia.	Baltimore and Ohio Railroad Company.	3.60
Delaware branch,	East Side Schuylkill River, Pa.,	Pier 40, Philadelphia.		7.90

Operated under contract of November 6, 1885, between the Schuylkill River East Side railroad, the Baltimore and Ohio Railroad Company, the Baltimore and Philadelphia railroad, and the Philadelphia and Reading railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$9,000,000 00	Capital stock,	$4,500,000 00
Cash and current assets,	8,562 02	Funded debt,	4,500,000 00
		Profit and loss,	8,562 02
Total,	$9,008,562 02	Total,	$9,008,562 02

CONTRACTS, AGREEMENTS, ETC.

As per contract of November 6, 1885, operated by Baltimore and Ohio Railroad Company in connection with the Philadelphia and Reading Railroad Company.

31-11-91.

SECURITY FOR FUNDED DEBT.

First mortgage bonds on point of connection with Philadelphia and Reading railroad in Philadelphia, and the town of Chester, in the State of Pennsylvania, county of Chester, constructed and to be constructed, together with its branch lines, extending from point of connection with the main line, in the city of Philadelphia, to the Delaware river.

EMPLOYES AND SALARIES.

This road operated by the Baltimore and Ohio Railroad Company, and this information included in their report.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number,	2	2
Trestles:		
Number,	5	5
Aggregate length (feet)	200	200
Tunnels:		
Number,	2	2
Maximum length (feet)	3,990.5	3,990.5
Minimum length (feet)	401.85	401.85
Aggregate length of all tunnels	4,391.90	4,391.90
Gauge of track		4 ft. 8½ in.

SCHUYLKILL RIVER WEST SIDE RAILROAD COMPANY.

Date of organization: July 16, 1883.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George deB. Keim	Philadelphia,	Second Monday in January, 1892.
A. J. Antelo,	Philadelphia,	do.
Thomas Dolan,	Philadelphia.	do.
H. C. Gibson,	Philadelphia,	do.
W. R. Taylor,	Philadelphia,	do.
James Boyd,	Norristown,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	A. A. McLeod,	Philadelphia.
Secretary	Howard Hancock,	do.
Treasurer	John Welch,	do.

PROPERTY OPERATED.

Not yet in operation.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,859 10	Capital stock,	$1,500 00
		Current liabilities,	1,359 10
Total,	$2,859 10	Total,	$2,859 10

EMPLOYES AND SALARIES.

General officers 3; no yearly compensation.

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD COMPANY.

Date of organization: March 20, 1827.

By what authority incorporated: State of Pennsylvania. Act approved March 20, 1827.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	407 Library street,	December, 1891.
Thomas Cochran,	do.	do.
George deB. Keim,	do.	do.
P. C. Hollis,	do.	do.
Wm. R. Taylor,	do.	do.
J. M. Landis,	do.	do.

Date of last meeting of stockholders for election of directors: December 29, 1890

Postoffice address of general office: 407 Library street, Philadelphia, Pa.

Postoffice address of operating company: The Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	407 Library street, Philadelphia.
Secretary, Treasurer,	P. C. Hollis,	407 Library street, Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
The Schuylkill Valley Navigation and Railroad Company.	Port Carbon,	Reevesdale,	The Philadelphia and Reading Railroad Company.	11	11
Total mileage,				11	11

The Schuylkill Valley navigation and railroad is leased to the Philadelphia and Reading Railroad Company for a term of nine hundred and ninety-nine years, at an annual rental of $29,450 and taxes. The lease was executed July 25, 1861.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$576,840 94	Capital stock,	$576,050 00
Cash and current assets,	2,511 02	Current liabilities,	1,834 92
		Profit and loss,	1,467 04
Total,	$579,351 96	Total,	$579,351 96

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers:			
President,	1	$200 00	
Secretary and treasurer,	1	250 00	
Total,	2	$450 00	$1 23
Distribution of above:			
General administration,		$450 00	
Total,		$450 00	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	4	4
Number iron,	1	1
Number wooden,	16	16
Trestles:		
Number,	10	
Aggregate length (feet),	525⅞	

Gauge of track, 4 ft. 8½ in.

SHADE CREEK RAILROAD COMPANY.

Date of organization: May 23, 1888.

By what authority incorporated: Act of April 29, 1874.

There has not been any new road built by this company since last report for 1890, and this report only shows the operating of road previously built.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
S. H. Baker. . . .	6316 Marchand St., Pittsburgh.	John Murdock, ...	Johnstown, Pa.
J. M. Cover, . . .	Jenner X Roads, Pa.	John Whitsell.	Johnstown, Pa.
F. Taylor, ...	Johnstown, Pa.	Edward Pitcarn, ...	Pittsburgh.
Robt. Pepperday, .	Johnstown. Pa.		

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President, ...	S. H. Baker, ...	Pittsburgh.
Secretary, ...	Robt. Pepperday, ...	Johnstown, Pa.
Treasurer.	John Whitsell.	Johnstown, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road contemplated.	Total mileage of road in Pennsylvania.
	From—	To—		
Shade Creek Railroad Company. . .	Foustwell Station on B. and O. railroad.	Up Shade Creek to Johnstown Lumber Company's saw mill.	1	1
Total mileage operated, ...	. . . . .	. . . . .	1	1

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$4,580 59	Capital stock, ...	$7,700 00
Cost of equipment, ...	3,050 00	Current liabilities, ...	722 50
Cash and current assets, ...	909 41	Profit and loss.	117 50
Total	$8,540 00	Total, ...	$8,540 00

EMPLOYES AND SALARIES.

Enginemen,	$412 50
Other trainmen,	150 00
Employes, account floating equipment,	160 00
Total yearly compensation,	$722 50
Distribution of above:	
Maintenance of way and structures,	$95 00
Maintenance of equipment,	13 80
Conducting transportation,	613 70
Total,	$722 50

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden.	2	2
Aggregate length (feet).	300	300

Gauge of track, 3 feet

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SHAMOKIN, SUNBURY AND LEWISBURG RAILROAD COMPANY.

Date of organization: February 17, 1882.

By what authority incorporated: April 4, 1868.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George deB. Keim.	Philadelphia,	Second Monday in January, 1892.
A. J. Antelo,	Philadelphia,	do.
Thomas Cochran,	Philadelphia,	do.
Thomas Dolan,	Philadelphia,	do.
H. C. Gibson,	Philadelphia,	do.
W. R. Taylor,	Philadelphia,	do.
James Boyd,	Norristown, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welsh,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shamokin, Sunbury and Lewisburg Railroad Company.	Shamokin, Pa.,	West Milton, Pa.,	Philadelphia and Reading Railroad Company.	31.10	31.10

Leased to the Philadelphia and Reading Railroad Company July 20, 1883, for nine hundred and ninety-nine years.

Lessee pays all expense of operating and meets all financial obligations of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,048,261 62	Capital stock,	$2,000,000 00
Cash and current assets,	951,988 83	Funded debt,	2,000,000 00
		Current liabilities,	250 45
Total,	$4,000,250 45	Total,	$4,000,250 45

IMPORTANT CHANGES DURING THE YEAR.

$1,000,000.00 second mortgage bonds 1890–1925 six per cent. coupons bonds, January and July, issued July 1, 1890.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage	Shamokin,	West Milton,	31.10	$32,154 34
Second mortgage,			31.10	32,154 34

EMPLOYES AND SALARIES.

General officers, 3; no yearly compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	2	2
Number iron	18	18
Number wooden	24	24
Gauge of track	4 ft. 8½ in.	

SHAMOKIN VALLEY AND POTTSVILLE RAILROAD COMPANY.

Date of organization: March 25, 1858.
By what authority incorporated: Special act, March 25, 1858.
Operated by the Northern Central Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry	Philadelphia	May 2, 1892
A. J. Cassatt	Philadelphia	do.
Edmund Smith	Philadelphia	do.
John P. Green	Philadelphia	do.
Henry D. Welsh	Philadelphia	do
N. P. Shortridge	Wynnewood, Pa.	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	George B. Roberts	Philadelphia.
Secretary	Stephen W. White	do.
Treasurer	Taber Ashton	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shamokin Valley and Pottsville Railroad Company.	Sunbury	Mt. Carmel	Northern Central Railway Company.	27.30	27.30
Branch				2.48	2.48
Total				29.78	29.78

Road and coal lands leased for 999 years, from February 27, 1863, to the Northern Central Railway Company. Rental equivalent to seven per cent. per annum interest on bonds, six per cent. dividend on capital stock and taxes.

STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.
Pennsylvania Railroad Company, fifty-two shares, @ $50.00,	$2,600 00	$136 89
Total,	$2,600 00	$136 89

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,208,050 00	Capital stock,	$869,450 00
Stocks of other companies owned,	2,712 29	Funded debt,	2,000,000 00
Lands owned,	1,668,100 00	Current liabilities,	72,974 00
Cash and current assets,	72,863 43	Profit and loss,	9,301 72
Total,	$2,951,725 72	Total,	$2,951,725 72

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mileage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Sunbury,	Mt. Carmel,	27.30	
Branch,			2.48	
Total,			29.78	$67,159 17

Over 6,000 acres of coal lands covered by the mortgage in addition to the road.

EMPLOYES AND SALARIES.

General officers,	3

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	2	2
Number iron,	2	2
Number wooden,	19	19
Trestles :		
Number,	10	10
Aggregate length (feet),	473	473
Telegraph :		
Miles of line owned by this company,	26.78	26.78
Miles of wire owned by this company,	55.44	55.44
Miles of line operated by Pennsylvania Railroad Company, lessee,	26.78	26.78
Miles of wire operated by Pennsylvania Railroad Company, lessee,	55.44	55.44

Gauge of track,	4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SHARON RAILWAY COMPANY.

Date of organization: September 16, 1873.

By what authority incorporated: Organized under an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railway corporations," approved April 4, 1868 and by consolidation possesses the franchise, rights and privileges of the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company, by act of June 2, 1870.

If a consolidated company, name the constituent companies: The Sharon railway and the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company consolidated November 27, 1875, under the act of the General Assembly of the Commonwealth of Pennsylvania, approved May 16, 1861, P. L. 702 to 704.

Operated by the New York, Pennsylvania and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
P. L. Kemberly, ...	Sharon, Pa.	J. J. Pierce, ...	Sharpsville, Pa.
J. J. Spearman, ...	do.	Earl Tupper, ...	Cleveland, Ohio.
Norman Hall, ...	do.	Fayette Brown, . . .	——
Simon Perkins, ...	do.		

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Sharon, Pa.

Postoffice address of operating company: Cleveland, Ohio.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President, ...	E. A. Wheeler, ...	Sharon, Pa.
Secretary, ...	John H. Dynes, ...	Cleveland, Ohio.
Treasurer, ...	Charles Hall.	Sharon, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line in Pennsylvania.
The Sharon railway,	Sharon,	Pymatuning,	New York, Pennsylvania and Ohio R. R. Co.	7.76
Middlesex Extension,	Ferona,	West Middlesex,		6.82
Sharpsville Extension,	Boyce,	Sharpsville,		1.56
Yards and side tracks,				7.77
Total mileage.				23.91

The Sharon railway is operated by the New York, Pennsylvania and Ohio Railroad Company (Erie system) under a lease for ninety-nine years from December 1, 1886. The rental is payable quarterly, and is based upon the total issue of stock at the rate of six (6) per cent. per annum, and upon the first mortgage bonds at the rate of five and five-eighths per cent. per annum. Excess of income over and above fixed charges, dividends and expenses to be refunded annually to lessees.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$617,345 20	Capital stock,	$453,350 00
Cash and current assets,	7,447 35	Funded debt,	164,000 00
		Profit and loss,	7,442 55
Total,	$624,792 55	Total,	$624,792 55

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	Miles.	Amount of mortgage per mile of line.
First mortgage,	23.91	$7,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	1	1
Number wooden,	1	1
Trestles :		
Number,	35	35
Aggregate length (feet),	1,933	1,933

Gauge of track : Standard.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

SHARON AND STATE LINE RAILROAD COMPANY.

Date of organization: February, 1885.

By what authority incorporated: Under the provisions of an act of the general assembly of our commonwealth, approved 4th April, 1868, and supplement, approved 28th April, 1871.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
F. H. Buhl, ...	Sharon, Pa.	Thomas Tanner, ...	Sharon, Pa.
D. Adams, ...	do.		

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President, ...	Thomas Tanner, ...	Sharon, Pa.
Secretary, ...	David Adams.	do.
Treasurer, ...		

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Has no debt.

What station-houses, stock yards, or other terminal facilities, does this road use or which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SHARPSVILLE RAILROAD COMPANY.

Date of organization: March 25, 1876.

By what authority incorporated: Pennsylvania.

If a consolidated company, name the constituent companies: Sharpsville and Oakland Railroad Company. Organized January 25, 1866.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. Washington, *ex-officio*,	Pittsburgh,	Second Monday in January, 1892.
C. K. Lord,	Baltimore, Md.,	do. do.
T. D. Messler,	Pittsburgh,	do. do.
Johns McCleave,	Pittsburgh,	do. do.
E. B. Taylor,	Pittsburgh,	do. do.
J. B. Caven,	Pittsburgh,	do. do.
J. J. Pierce,	Sharpsville,	do. do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: P. O. box 1028, Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. V. Patton,	Pittsburgh.
Vice President,	J. B. Washington,	Pittsburgh.
Secretary,	S. K. Harris,	Pittsburgh.
Treasurer,	J. B. Washington,	Pittsburgh.
Auditor,	W. L. Washington,	Pittsburgh.
General Manager,	J. V. Patton,	Pittsburgh.
General Passenger Agent,	W. L. Washington,	Pittsburgh.
General Ticket Agent,	W. L. Washington,	Pittsburgh.
General Freight Agent,	C. S. Wight,	Pittsburgh.
Superintendent,	G. M. McIlvain,	Sharpsville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Sharpsville railroad,	Sharpsville,	Wilmington Junction,	17	17
Lackawannock Branch,	Lackawannock Junct'n.	Lackawannock Mines,	.80	
Furnace Branch,	In borough of Sharpsvile		.92	
* Sharon Branch,	Sharpsville.	Sharon,	.75	5.53
Neshannock Branch,	Summit,	Neshannock,	1.06	
Sidings and yard tracks,			2	
Total mileage operated,			22.53	22.53

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$423,340 24	Capital stock,	$350,000 00
Cost of equipment,	26,856 19	Current liabilities,	115,493 27
Cash and current assets,	12,573 60	Profit and loss,	2,842 34
Due from agents,	2,416 45		
Due from other railroads,	645 35		
Other assets:			
Sundries,	2,153 78		
Materials and supplies,	350 00		
Total,	$468,335 61	Total,	$468,335 61

* Sharon branch projected to Sharon, Pa., only .75 at present.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	5	$2,950 00	
General office clerks,	1	180 00	0 50
Station agents,	4	1,140 00	0 70
Other station men,	1	360 00	1 00
Enginemen,	2	1,977 00	3 16
Firemen,	2	1,060 80	1 70
Conductors,	2	1,637 40	2 62
Other trainmen,	7	3,499 40	1 60
Section foremen,	2	1,080 00	1 72
Other trackmen,	8	2,580 00	1 12
Switchmen, flagmen and watchmen,	1	372 60	1 12
Total,	35	$16,837 20	
Distribution of above:			
General administration,	6	$3,130 00	
Maintenance of way and structures,	11	4,032 60	
Conducting transportation,	18	9,674 60	
Total,	35	$16,837 20	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	35	$16,837 20	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	4	4
Trestles:		
Number,	3	3
Aggregate length (feet),	220	220

Gauge of track, 4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provisions, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SHARPSBURG AND PITTSBURGH RAILROAD COMPANY.

Date of organization: September 11, 1889.

By what authority incorporated: Act of general assembly, entitled "An act to authorize the formation and regulation of railroad corporations" approved April 4, A. D. 1868, and the acts supplementary thereto.

Road not yet constructed.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William E. Thompson.	Philadelphia.	January 12, 1892.
Edmund H. Bell.	do.	do.
George J. Elliott.	do.	do.
H. B. Caldwell.	do.	do.
Arthur W. Tobey.	do.	do.
George G. Glenn.	do.	do.
Nathan L. Keyser.	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 259 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	William E. Thompson.	Philadelphia.
Vice President.	Edmund H. Bell.	do.
Secretary.	John A. Glenn.	do.
Treasurer.	Daniel Lamont, Jr..	do.
General Solicitor, Attorney or Counsel. . .	Samuel Gustine Thompson.	do.

SHAWMUT AND BRANDY CAMP RAILROAD COMPANY.

Date of organization: April 26, 1890.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
B. E. Cartwright.	Ridgway, Pa..	Until others are chosen.
W. N. Sharp.	Cartwright. Pa..	
D. C. Oyster.	Ridgway, Pa..	

Postoffice address of general office: Ridgway, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	B. E. Cartwright,	Ridgway, Pa.
Secretary, Treasurer,	Richard A. Cartwright,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Shawmut and Brandy Camp railroad,	A point on the Mead and Laurel Run railroad northeast of Shawmut, Elk county, Pa.,	A point in Warrant, No. 4373, in Horton township, in in said county, known as Chestnut Hill, on Ridgway and Brookville road.	2.50	2.50

SHEFFIELD AND SPRING CREEK RAILROAD COMPANY.

Date of organization: November 21, A. D. 1891.
By what authority incorporated: Commonwealth of Pennsylvania.
Operated by the Tionesta Valley railroad.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Webb Horton,	Middletown, N. Y.,	January, 1892.
J. F. Scheollkopf,	Buffalo, N. Y.,	do.
George Horton,	Sheffield, Pa.,	do.
Jerry Crary,	Sheffield, Pa.,	do.
Isaac Horton,	Sheffield, Pa.,	do.
C. W. R. Radeker,	Sheffield, Pa.,	do.
John McNair,	Sheffield, Pa.,	do.
J. H. Horton,	Sheffield, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 10, 1891.
Postoffice address of general office: Sheffield, Warren county, Pa.
Postoffice address of operating company: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
Vice President,	Webb Horton,	Middletown, N.Y.
Secretary,	Jerry Crary,	Sheffield, Pa.
Treasurer,	Charles Sigel,	Sheffield, Pa.
Auditor,	A. H. Bailey,	Sheffield, Pa.
General Manager	Isaac Horton,	Sheffield, Pa.
General Passenger Agent, Gengral Ticket Agent,	George Horton,	Sheffield, Pa.
General Freight Agent, General Superintendent,	Jerry Crary,	Sheffield, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line in Pennsylvania.
	From—	To—		
Sheffield and Spring Creek railroad.	Sheffield Junction,	Wolf Run, . . .	Tionesta Valley railroad.	9.50

Leased to the Tionesta Valley railroad, December 1, A. D. 1884, for a term of ninety-nine years, at an annual rental of $300.

SHENANGO VALLEY RAILROAD COMPANY.

Date of organization: May 3, 1886.

By what authority incorporated: An act to authorize the formation and regulation of railroad corporations, approved April 4, 1868, and the acts supplementary thereto.

Operated by the Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. P. Leland, ...	Cleveland, O., ...	January, 1892.
Dan. P. Eells, ...	Cleveland, O., ...	do.
J. N. McClure, ...	Sharon, Pa., ...	do.
Walter Pierce, ...	Sharpsville, Pa., ...	do.
J. S. Fruit, ...	Sharon, Pa., ...	do.
Enoch Filer, ...	Sharon, Pa., ...	do.
Joseph Forker, ...	Sharon, Pa., ...	do.
F. H. Buhl, ...	Sharon, Pa., ...	do.
John Phillips, ...	Sharon, Pa., ...	do.

Date of last meeting of stockholders for election of directors: January 12, 1892.

Postoffice address of operating company: Lake Shore and Michigan Southern, Cleveland, Ohio.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President, ...	Dan. P. Eells, ...	Cleveland, O.
Secretary and Treasurer.	C. P. Leland, ...	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shenango Valley railroad, . . .	Sharon, Pa.,	State Line, O.	Lake Shore and Michigan Southern railway.	1.95	1.95

Under date of October 1, 1889, the capital stock and outstanding liabilities and obligations of the Shenango Valley railroad were purchased by the Mahoning Coal Railroad Company and a contract entered into giving the said Mahoning Coal railroad full possession of all property of said Shenango Valley railroad and the right to collect and receive and retain all income and revenue to be derived from operating said road in perpetuity, the Mahoning Coal railroad to pay all taxes and assessments and cost of maintaining corporate organization, and maintain the property in good condition and repair.

Under the same date the said Shenango Valley railroad was leased in perpetuity by the Mahoning Coal railroad to the Lake Shore and Michigan Southern railway at a rental of forty per cent. of the gross earnings and the payment of all taxes and the maintenance of the property.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$127,787 33	Capital stock, ...	$60,000 00
		Value of notes given contractors. .	67,787 33
Total, ...	$127,787 33	Total.	$127,787 33

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number, wooden.	1	1
Length (feet).	320	320
Gauge of track, ...		4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SHERRICK RUN RAILWAY COMPANY.

Date of organization: July 18, 1883.

By what authority incorporated: Incorporated under a supplement passed June 8, 1874, to an act to authorize the formation of railroad corporations, approved April 4, 1868.

If a consolidated company, name the constituent companies: Not consolidated with any other company.

Not in operation, but in course of construction.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. C. Frick,	Pittsburgh.	January 11,1892.
Henry Phipps, Jr.,	do.	do.
George Lander,	do.	do.
John Walker,	do.	do.
W. F. McCook,	do.	do.
G. B. Bosworth,	do.	do.
C. H. Spencer,	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1889.

Postoffice address of general office: 42 Fifth avenue, Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	H. C. Frick,	Pittsburgh.
Secretary,	C. H. Spencer,	do.
Treasurer,	G. B. Bosworth,	do.
General Solicitor. Attorney or Counsel.	W. F. McCook,	do.

SINNEMAHONING VALLEY RAILROAD COMPANY.

Date of organization: May 8, 1885.

By what authority incorporated: Pennsylvania general law, approved April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. H. Goodyear,	Buffalo, N. Y.,	January 12, 1892.
C. W. Goodyear,	Buffalo, N. Y.,	do.
H. A. Avery,	Forrest House, Pa.,	do.
N. N. Metcalf,	Austin, Pa.,	do.
I. L. Craven,	Emporium, Pa.,	do.
M. M. Griffin,	Wrights. Pa.,	do.
W. I. Lewis,	Coudersport, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Austin, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	F. H. Goodyear,	Buffalo, N. Y.
Vice President.	C. W. Goodyear,	Buffalo, N. Y.
Secretary,	N. N. Metcalf.	Austin, Pa.
Treasurer,	E. O. Cheney,	Buffalo, N. Y.
Chief Engineer.	C. E. Botsford.	Springville, N. Y.
General Solicitor, Attorney or Counsel.	W. 1. Lewis.	Coudersport, Pa.
Auditor.	E. O. Cheney,	Buffalo, N. Y.
General Manager,	C. W. Goodyear,	Buffalo, N. Y.
General Passenger Agent,	H: C. Underhill.	Buffalo, N. Y.
General Ticket Agent,		
General Freight Agent.		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Sinnemahoning Valley Railroad Company, .	Keating Summit, Pa.	Costello. Pa., .	12.23	12.23

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$90,000 00	Capital stock.	$90,000 00
Cash and current assets.	9,173 40	Current liabilities,	2,113 23
		Profit and loss,	7,060 17
Total.	$99,173 40	Total,	$99,173 40

EMPLOYES AND SALARIES.

CLASS.	Number.	Average yearly compensation.	Total daily compensation.
General officers.	4	$8,500 00	
General office clerks.	4	2,880 00	$2 00
Station agents,	3	2,160 00	2 00
Other station men.	2	1,080 00	1 50
Enginemen,	3	3,240 00	3 00
Firemen,	3	2,160 00	2 00
Conductors.	3	3,240 00	3 00
Machinists,	13	8,112 00	2 00
Other trackmen.	25	6,238 00	1 25
Total,	60	$36,800 00	
Distribution of above: (Cannot furnish this exactly, these figures approximate only):			
General administration,	8	$11,380 00	$5 00
Maintenance of way and structures.	25	6,238 00	1 25
Maintenance of equipment,	13	8,112 00	2 00
Conducting transportation,	14	12,880 00	
Total,	60	$38,600 00	
Employes in Pennsylvania: Total number of employes in Pennsylvania.	60		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF LINE.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	1	1
Trestles:		
Number,	5	5
Aggregate length (feet),		425

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

SLATE RUN RAILROAD COMPANY.

Date of organization: December 9, 1884.
By what authority incorporated: Under general laws, approved June 8, 1874.
Date of last meeting of stockholders for election of directors: March 26, 1890.
Postoffice address of general office: Montrose, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	James B. Weed,	Binghamton, N.Y.
Secretary,	William S. Hill,	Binghamton, N.Y.
Treasurer,	Frederick M. Weed,	Binghamton, N.Y.
Chief Engineer,	A. P. Bovier,	Elmira, N. Y.
General Solicitor, Attorney or Counsel,	Wm. H. Jessup,	Montrose, Pa.
General Manager, Gentral Superintendent,	E. C. Rodman,	Slate Run, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Slate Run Railroad Company,	Slate Run,	North Bend,	15	15
Total mileage operated,			15	15

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$75,777 52	Capital stock,	$81,000 00
Cost of equipment,	10,664 69	Profit and loss,	5,442 21
Total,	$86,442 21	Total,	$86,442 21

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1		
General office clerks,	1		
Enginemen,	2	$2,145 00	$3 75
Firemen,	2	1,004 13	1 75
Other trainmen,	8	3,466 88	1 75
Carpenters,	2	1,200 00	2 00
Section foremen,	2	875 00	2 56
Other trackmen,	18	4,213 90	1 25
Total,	36	$12,904 91	$13 06
Distribution of above:			
General administration,	2		
Maintenance of way and structures,	20	$5,088 90	
Maintenance of equipment,	2	1,200 00	
Conducting transportation,	12	6,616 01	
Total,	36	$12,904 91	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	36		
Total yearly compensation of employes in Pennsylvania,		$12,904 91	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	16	16
Aggregate length (feet),	1,239	1,239
Gauge of track,		3 feet.

SLATINGTON RAILROAD COMPANY.

Date of organization: June 1, 1888.

By what authority incorporated: Act of April 4, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. H. O'Brien,	Philadelphia.	First Monday in May, 1892.
I. A. Sweigard,	do.	do.
C. G. Hancock,	do.	do.
D. Jones,	do.	do.
C. H. Quarles,	do.	do.
John Walker, Jr.,	do.	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.
Postoffice address of general office: 227 South Fourth street, Philadelphia.
Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer.	W. A. Church,	do.

PROPERTY OPERATED.

Slatington Railroad Company, from Slatedale Junction to Walnutport. Not constructed.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$1,733 29	Capital stock.	$20,000 00
Cash and current assets,	18,266 71		
Total,	$20,000 00	Total,	$20,000 00

EMPLOYES AND SALARIES.

General officers, 3; total number of employes in Pennsylvania, 3.

SOMERSET COUNTY RAILROAD COMPANY.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Joseph Heineu,	Mauch Chunk, Pa.	Frank Schwartz,	East Mauch Chunk, Pa.
Frank Schweibinz,	East Mauch Chunk, Pa.	Pius Schweibinz,	East Mauch Chunk, Pa.
hn Shabo,	Shamokin, Pa.	Jos. Schaefer,	Mauch Chunk, Pa.

Date of last meeting of stockholders for election of directors: December 31, 1890.
Postoffice address of general office: Confluence, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Max Schweibinz,	Confluence, Pa.
Vice President,	E. B. Leisenring,	Mauch Chunk, Pa.
Secretary and Treasurer.	P. H. Schweibinz,	Confluence, Pa.
Superintendent,	Jos. Heineu,	East Mauch Chunk, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Somerset County railroad,	Schweibinz station,	Schweibinz mills,	8.7	8.7
	Schweibinz mills,	Stone quarry,	.2	.2
Total mileage operated,			8.9	8.9

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$74.300 00	Capital stock,	$68,300 00
		Funded debt,	6.000 00
Total,	$74,300 00	Total,	$74,300 00

IMPORTANT CHANGES DURING THE YEAR.

Net earnings till June 30, 1890, as reported for that year,	$10,790 25
Operating expenses for year ending June 30, 1891,	$5,996 16
Earnings, June 30, 1891,	5,563 35
In debt,	$432 81

SOMERSET AND CAMBRIA RAILROAD COMPANY.

Date of organization : January 27, 1879.

By what authority incorporated : Somerset and Mineral Point Railroad Company, act of April 8 1861, State of Pennsylvania. Reorganized as Somerset and Cambria Railroad Company, January 27, 1879.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Koontz,	Somerset, Pa.,	First Monday in May, 1892.
C. S. Wight,	Pittsburgh,	do. do.
Mord Lewis,	Clarksburg, W. Va.,	do. do.
W. J. Hitchman,	Mount Pleasant, Pa.,	do. do.
Wm. Reed,	Baltimore, Md.,	do. do.
W. P. Kooser,	Somerset, Pa.,	do. do.

Date of last meeting of stockholders for election of directors : May 4, 1891.

Postoffice address of general office : Pittsburgh.

Postoffice address of operating company : Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. B. Washington.	Pittsburgh.
Secretary,	A. W. Black,	Pittsburgh.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Somerset and Cambria Railroad Company.	Rockwood, Pa.	Johnstown, Pa.	Baltimore and Ohio Railroad Company.	45.1	45.1
Total mileage,					45.1

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock by the Pittsburgh and Connellsville Railroad Company, which latter company is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,335,465 84	Capital stock,	$1,000,000 00
Cash and current assets,	395,397 00	Funded debt,	754,500 00
Profit and loss,	23,637 16		
Total.	$1,754,500 00	Total.	$1,754,500 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Rockwood, Pa.,	Johnstown, Pa.,	45	$1,666 66
Second mortgage,			45	11,111 11

Entire equipment and income mortgaged.

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Station agents,	5	$1 25
Other station men,	4	1 36
Enginemen,	5	3 87
Firemen,	5	1 90
Conductors,	3	2 36
Other trainmen,	18	1 66
Machinists,	1	2 25
Other shopmen,	8	1 42
Section foremen,	11	1 42
Other trackmen,	48	1 10
Telegraph operators and dispatchers,	4	1 50
All other employes and laborers,	7	72
Total,	119	
Distribution of above:		
Maintenance of way and structures,	59	
Maintenance of equipment,	9	
Conducting transportation,	51	
Total,	119	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	35	35
Number wooden,	30	30
Trestles:		
Number,	3	
Aggregate length (feet),	283	
Tunnels:		
Number,	1	
Maximum length (feet),	22.09	
Minimum length (feet),	22.09	
Aggregate length of all tunnels (feet),	22.09	
Telegraph:		
Miles of line operated by Western Union Telegraph Company,	45	

Gauge of track, ... 4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SOUTH EASTON AND PHILLIPSBURG RAILROAD COMPANY.

Date of organization: July 25, 1889.

By what authority incorporated: Under act of April 4, 1868, and supplementary acts.

Operated by the Lehigh and Hudson River Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. R. Cope,	Philadelphia,	January 11, 1892.
S. Shepherd,	do.	do.
E. Hill,	do.	do.
E. N. Moor,	do.	do.
W. A. Buchanan,	do.	do.
C. F. Howell,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: Warwick, New York.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. S. Harris,	Philadelphia.
Secretary and Treasurer,	S. Shepherd,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
South Easton and Phillipsburg railroad.	South Easton, Pa.,	Boundary line between New Jersey and Pennsylvania.	Lehigh and Hudson River River Railway Company.	About ½	About ½

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$82,899 12	Capital stock,	$75,000 00
		Current liabilities,	7,899 12
Total,	$82,899 12	Total,	$82,899 12

SOUTH FORK RAILROAD COMPANY.

Date of organization: July 2, 1890.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

This railroad is under construction.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Richard Coulter,	Greensburg, Pa.,	January 11, 1892.
John Lloyd,	Altoona, Pa.,	do.
Thomas Donahoe,	Greensburg, Pa.,	do.
Robert Pitcairn,	Pittsburgh, Pa.,	do.
Wm. A. Patton,	Radnor, Pa.,	do.
James R. McClure,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	George F. Huff,	Greensburg, Pa.
Secretary and Treasurer,	James R. McClure,	Philadelphia.
Chief Engineer,	Wm. H. Brown,	Philadelphia

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$26,550 49	Capital stock,	$28,000 00
Cash and current assets,	25,200 00	Current liabilities,	23,750 49
Total,	$51,750 49	Total,	$51,750 49

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

SOUTH MOUNTAIN RAILWAY AND MINING COMPANY.

Date of organization: Reorganized July, 1877.

By what authority incorporated: General laws, State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
D. Jones.	Philadelphia,	July 30, 1891.
W. R. Taylor,	do.	do.
C. K. Klink,	do.	do.
George Ziegler,	do.	do.
Edward Mahler,	do.	do.
A. H. O'Brien,	do.	do.

Date of last meeting of stockholders for election of directors: May 22, 1891.
Postoffice address of general office: 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary and Treasurer,	W. H. Woodward,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
South Mountain Railway and Mining Co.,	Carlisle, Pa.,	Hunter's Run, Pa.,	9.40	9.40

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$345,125 12	Capital stock,	$200,000 00
Cost of equipment,	45,639 29	Funded debt,	100,000 00
Stocks of other companies owned,	500 00	Profit and loss,	146,251 64
Cash and current assets,	54,987 23		
Total,	$446,251 64	Total,	$446,251 64

SECURITY FOR FUNDED DEBT.

First mortgage bonds on road from Carlisle to Pine Grove Furnace.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	.....	.....
Station agents,	3	$1,008 50	$1 07
Other station men,	1	180 00	57
Enginemen,	4	1,014 75	81
Firemen,	5	657 55	42
Conductors,	4	852 60	69
Other trainmen,	6	955 87	51
Machinists,	2	582 50	95
Carpenters,	2	609 75	97
Other shopmen,	2	410 50	66
Section foremen,	3	987 62	1 05
Other trackmen,	10	1,787 85	57
Switchmen, flagmen and watchmen,	1	462 80	1 48
Telegraph operators and dispatchers,	4	225 75	19
All other employes and laborers,	1	138 62	44
Total,	51	$9,874 66	$0 62
Distribution of above:			
General administration,	3	.....	.....
Maintenance of way and structures,	14	$2,914 09	$0 67
Maintenance of equipment,	4	1,020 25	81
Conducting transportation,	30	5,940 32	63
Total,	51	$9,874 66	$0 62

Employes in Pennsylvania: All in Pennsylvania.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	10	12
Number combination,	2	
Trestles:		
Number,	3	3
Aggregate length (feet),	193	193
Gauge of track,		4 ft. 8½ in.

SOUTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization: February 26, 1856.

By what authority incorporated: Incorporated by special act of May 5, A. D. 1854, under general railroad law of 1849.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt,	Grand Central Depot. New York city,	When successor is elected.
Wm. K. Vanderbilt,	Grand Central Depot. New York city.	do.
H. McK. Twombly,	Mills Building, New York city,	do.
J. Pierpont Morgan,	Wall & Broad streets, New York city,	do.
H. F. Dimock,	Pier No. 13, New York city,	do.
Wm. C. Whitney,	Mills building, New York city,	do.
W. T. Sanger,	Pittsburgh,	do.
John H. Weiss,	Harrisburg, Pa.,	do.
Lyman D. Gilbert,	Harrisburg, Pa.,	do.
M. E. Olmstead,	Harrisburg, Pa.,	do.
A. C. Stamm,	Harrisburg, Pa.,	do.
Russell Butler,	Harrisburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: 443 Market street, Harrisburg, Pa.

The railroad of this company being incomplete, there is no part of it in operation.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Robert H. Sayre,	Bethlehem, Pa.
Secretary and Treasurer,	Fredk. J. Groevent,	Harrisburg, Pa.
Chief Engineer,	Robert H. Sayre,	Bethlehem, Pa.
General Solicitor, Attorney or Counsel,	Francis Lynde Stetson,	15 Broad street, New York city.

SOUTH WEST PENNSYLVANIA RAILWAY COMPANY.

Date of organization: Incorporated March 16, 1871.

By what authority incorporated: Special act of March 16, 1871.

If a consolidated company, name the constituent companies: The Uniontown and West Virginia Railroad Company was consolidated with the South West Pennsylvania Railway Company March 3, 1877.

Uniontown and West Virginia Railroad Company was chartered April 2, 1868, sold March 4, 1874.

The Uniontown and West Virginia Railroad Company organized April 3, 1874, by purchasers of Uniontown and West Virginia Railroad Company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
John K. Ewing,	Uniontown, Pa.,	March 1, 1892.
John P. Green,	Philadelphia,	do.
Wm. J. Howard,	Philadelphia,	do.
George F. Huff,	Greensburg, Pa.,	do.
Wm. A. Patton,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Robert Pitcairn,	Pittsburgh.	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
Geo. A. Torrence,	New Florence, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.
J. F. Wentling,	Greensburg, Pa.,	do.
Vacancy.		

Date of last meeting of stockholders for election of directors: March 3, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	J. N. DuBarry,	Philadelphia.
Secretary.	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
South West Pennsylvania railway.	Greensburg,	Fairchance,	Penna. R. R. Co.,	44.50	44.50
Branches,				63.29	63.29
Total mileage,				107.79	107.79

Leased to the Pennsylvania Railroad Company for one year from April 1, 1891. (Renewed every year.) Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,418,411 18	Capital stock,	$1,499,900 00
Cash and current assets,	955,715 25	Funded debt,	900,000 00
Other assets:		Current liabilities,	10,694 83
Sinking fund,	38,000 00	Fund for redemption of bonds,	68,075 00
		Profit and loss,	933,456 60
Total,	$3,412,126 43	Total,	$3,412,126 43

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Greensburg,	Fairchance,	44.50	
Branches,			63.29	
			107.79	$8,349 56

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	3	$600 00
Total,	3	$600 00

CHARACTE : OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	2	2
Number iron,	27	27
Number wooden,	63	63
Trestles :		
Number,	20	20
Aggregate length (feet),	3,646	3,646
Telegrapb :		
Miles of line owned by tbis company,	66.55	66.55
Miles of wire owned by this company,	169.50	169.50
Miles of line operated by Pennsylvania Railroad Company, lessee,	66.55	66.55
Miles of wire operated by Pennsylvania Railroad Company, lessee,	169.50	169.50

Gauge of track, ... 4 ft. 9 in.

SOUTHERN PENNSYLVANIA RAILWAY AND MINING COMPANY.

Date of organization: February 1, 1873.

By what authority incorporated: Laws of Pennsylvania. Acts of assembly, March 22, 1867, April 30, 1869.

Operated by the Cumberland Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	May, 1892.
George B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
J. N. DuBarry,	Philadelphia,	do.
W. W. Jennings,	Harrisburg, Pa.,	do.
George H. Stewart,	Shippensburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.

Postoffice address of general office: Chambersburg, Pa.

Postoffice address of operating company: Chambersburg, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Secretary and Treasurer,	W. L. Richie,	Chambersburg, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Southern Penn'a Railway and Mining Company.	Junction C. V. R. R.,	Mercersburg,	Cumberland Valley Railroad Company.	13.60	21.40
	Mercersburg Junction,	Richmond,		7.80	
Total mileage,				21.40	21.40

Leased to and operated by the Cumberland Valley Railroad Company, as part of its system upon the terms: That the receipts shall be applied to cost of maintaining, keeping and perpetuating the railroad property and equipment used thereon, and all expenses of operating, including taxes, insurance, etc., etc., the balance, if any, to be paid to the lessor.

This lease became in effect March 1, 1870, to continue for a period of one hundred and ninety-nine years.

33-11-91.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and landed estate. . . .	$1,425,000 00	Capital stock, ...	$800,000 00
Cash and current assets, ...	285 49	Funded debt, ...	625,000 00
Profit and loss, ...	4,273 06	Current liabilities, ...	4,558 55
Total, ...	$1,429,558 55	Total, ...	$1,429,558 55

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage, ...	Junc. with C. V. R. R.. Mercersburg Junc., .	Mercersburg, ... Richmond, ...	21.40	$29,205 60

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	1	1
Number wooden, ...	4	4
Trestles:		
Number, ...	2	2
Aggregate length (feet), ...	768	768

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

STATE LINE RAILROAD COMPANY.

Date of organization: November 10, 1890.

By what authority incorporated: Laws of the State of Pennsylvania, "General Laws."

For information concerning this road, address Charles E. Davis, Wellsville, Wellsville, Coudersport and Pine Creek Railroad Company, New York.

Operated by the Wellsville, Coudersport and Pine Creek Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. F. Alexander,	Genesee Forks, Pa.,	November 10, 1891.
B. F. Sherman,	Genesee Forks, Pa.,	do.
N. F. McCan,	Genesee Forks, Pa.,	do.
Willard Hickox,	Genesee Forks, Pa.,	do.
J. J. Waterman,	Genesee Forks, Pa.,	do.
Charles Day,	Wellsville, N. Y.,	do.
H. M. Browning,	Wellsville, N. Y.,	do.
Rufus Scott,	Wellsville, N. Y.,	do.

Date of last meeting of stockholders for election of directors: No election since organization.

Postoffice addess of general office: Genesee Forks, Pa.

Postoffice address of operating company: Wellsville, Coudersport and Pine Creek Railroad Company, Wellsville, Allegany county, New York.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	S. F. Alexander,	Genesee Forks, Pa.
Secretary,	Rufus Scott,	Wellsville, N. Y.
Treasurer,	H. N. Lewis,	Wellsville, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
State Line railroad,	State Line,	Geensee Forks, Pa.	Wellsville, Coudersport and Pine Creek Railroad Company.	.33	.33
Total mileage,				10.45	.33

Leased in June, 1891, to the Wellsville, Coudersport and Pine Creek Railroad Company for a period of 99 years, for a nominal rent of $1.00 per year.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

STATE LINE RAILROAD COMPANY.

Date of organization: April 11, 1884.

By what authority incorporated: State of Pennsylvania, acts April 4, 1868, June 8, 1874.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. Washington,	Pittsburgh,	Second Monday in April, 1892.
Johns McCleave,	Pittsburgh,	do.
Wm. Reed,	Baltimore, Md.,	do.
E. D. Smith,	Pittsburgh,	do.
Alexander Bradley,	Pittsburgh,	do.
J. T. Odell,	Baltimore, Md.,	do.

Date of last meeting of stockholders for election of directors: April 13, 1891.

Postoffice address of general office: Pittsburgh.

Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Thos. M. King,	Philadelphia.
Secretary,	J. B. Washington,	Pittsburgh.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
State Line Railroad Company.	Uniontown, Pa.,	Redstone Junction, Pa.	Baltimore and Ohio Railroad Company.	2.4	2.4
Redstone branch,	Redstone Junction, Pa.,	Redstone, Pa.,	Baltimore and Ohio Railroad Company.	1	1
Total mileage,					3.4

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$183,398 49	Capital stock,	$260,000 00
Cash and current assets,	88,733 22	Profit and loss,	12,131 71
Total,	$272,131 71	Total,	$272,131 71

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Enginemen,	4	$3 50
Firemen,	4	1 75
Section foremen,	1	1 43
Other trackmen,	3	1 20
Total,	12	
Distribution of above:		
Maintenance of way and structures,	4	
Conducting transportation,	8	
Total,	12	
Employes in Pennsylvania:		
Total number of employes in Pennsylvania.	12	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	5	5
Trestles:		
Number.	5	5
Aggregate length (feet),	2,604	

Gauge of track, ... 4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

STATE LINE AND SULLIVAN RAILROAD COMPANY.

Date of organization: December 2, 1874.

By what authority incorporated: Pennsylvania, act concerning railroads approved April 8, 1861; also February 19, 1867 (Sullivan and Erie Coal and Railroad Company).

Operated by the Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William S. Grant,	No. 1536 Spruce street, Philadelphia,	May, 1892.
Harry C. Davis,	New York city, N. Y.,	do.
N. N. Betts,	Towanda, Pa.,	do.
Charles H. Banes,	No. 2021 Spring Garden street, Phila.,	do.
Charles Y. Audenried,	No. 1823 Walnut street, Philadelphia,	do.
Harman Hoopes,	No. 514 Minor street, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 15, 1891.

Postoffice address of general office: 204 Walnut Place, Philadelphia.

Postoffice address of operating company: Lehigh Valley Railroad Company Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. Raymond Claghorn,	Philadelphia.
Secretary and Treasurer,	O. A. Baldwin,	Philadelphia and Towanda, Pa.
Assistant Secretary,	G. E. Aikens,	Philadelphia and Towanda, Pa.
General Manager,	J. O. Blight,	Towanda, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
State Line and Sullivan Railroad Company.	Bernice, Pa.,	Monroeton, Pa.,	Lehigh Valley Railroad Company.	25	25

The railroad is operated by the Lehigh Valley Railroad Company (Pennsylvania and New York Coal and Railroad Company division), under lease dated April, 1884, for fifty years from May 1, 1884, and details of operations of railroad can be obtained from that company.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		
	From—	To—	Miles.
First mortgage bond, 6 per cent.,	Bernice,	Monroeton.	25

The mortgage covers lands as well as railroad. Cannot answer questions as to what equipment, income and securities are mortgaged.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	3
Trestles:		
Number,	1	1
Aggregate length (feet),	175	175
Telegraph:		
Miles of line owned by this company,	25	25
Miles of wire owned by this company,	58	58
Miles of line operated by leased Lehigh Valley Railroad Company,	29	29
Miles of wire operated by leased Lehigh Valley Railroad Company,	29	29

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision in bonds for sinking fund.

STEWART RAILROAD COMPANY.

Date of organization : September 9, 1887.

By what authority incorporated: Act approved April 4, 1868, and the acts supplementary thereto.

Operated by Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Dan. P. Elles,	Cleveland, Ohio,	January, 1892.
Jas. M. McClure,	Sharon, Pa.,	do.
Saml. McClure,	Sharon, Pa.,	do.

Date of last meeting of stockholders for election of directors : January 12, 1891.

Postoffice address of operating company: Lake Shore and Michigan Southern, Cleveland, Ohio.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Dan. P. Eells,	Cleveland, Ohio.
Secretary, Treasurer,	C. P. Leland,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Stewart Railroad Company,	Stewart iron works in Sharon, Pa.	Ohio state line.	Lake Shore and Michigan Southern railway.	.32	.32

Under date of October 1, 1889, the capital stock and outstanding liabilities and obligations of the Stewart Railroad Company was purchased by the Mahoning Coal Railroad Company, and a contract entered into giving the said Mahoning Coal Railroad Company full possession of all the property of said Stewart Railroad Company and the right to collect and receive and retain all income and revenue to be derived from operating said road in perpetuity. The Mahoning Coal Railroad Company to pay all taxes and assessments and cost of maintaining corporate organization, and maintain the property in good condition and repair.

Under the same date the said Stewart railroad was leased in perpetuity by the Mahoning Coal Railroad to the Lake Shore and Michigan Southern, at an annual rental of 40 per cent. of the gross earnings and the payment of all taxes and the maintenance of the property.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$7,114 20	Capital stock	$7,700 00
Profit and loss	585 80		
Total	$7,700 00	Total	$7,700 00

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. $8\frac{1}{2}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

STEWARTSTOWN RAILROAD COMPANY.

Date of organization: September 22, 1884.

By what authority incorporated: Under general laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John S. Leib,	Baltimore, Md.,	January, 1892.
Michael Schall,	York, Pa.,	do.
J. Schall Wilhelm,	York, Pa.,	do.
John B. Gemmill,	Stewartstown, Pa.,	do.
J. W. Anderson,	Stewartstown, Pa.,	do.
A. G. Bowman,	New Freedom, Pa.,	do.
M. W. Balm,	Stewartstown, Pa.,	do.
John Y. Keeney,	Tolna, Pa.,	do.
John Wiley,	Norrisville, Md.,	do.
J. C. Jordon,	Stewartstown, Pa.,	do.
Andrew Leib,	Stewartstown, Pa.,	do.
Wm. Hammell,	Stewartstown, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: Stewartstown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Fulton,	Stewartstown, Pa.
Vice President,	M. W. Balm,	New Freedom, Pa.
Secretary,	John B. Gemmill,	Stewartstown, Pa.
Treasurer,	Jos. W. Anderson,	Stewartstown, Pa.
Auditor,	C. W. Shaw,	Stewartstown, Pa.
General Manager,	James Fulton,	Stewartstown, Pa.
General Passenger Agent, General Ticket Agent, General Freight Agent,	A. G. Bowman,	Stewartstown, Pa.
General Superintendent, Division Superintendent,	Jno. B. Gemmill,	Stewartstown, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Stewartstown railroad,	New Freedom,	Stewartstown,	7.2	7.2

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$68,899 17	Capital stock,	$70,000 00
Cost of equipment,	7,168 48	Profit and loss,	9,228 76
Cash and current assets,	3,161 11		
Total,	$79,228 76	Total,	$79,228 76

CONTRACTS, AGREEMENTS, ETC.

Express Company—Adams Express Company pays us ten per cent. of gross earnings and ten cents per one hundred pounds for transportation over road.

Mail—Receive from government $327.14 per annum for carrying mail over the road and delivering the same to offices at terminals of road.

Have joint rates with Northern Central Railway Company in which freight charges are based on a constructive distance of twenty miles for points on our road, the Northern Central Railway Company allowing us arbitrary rates for our proportion of the earnings.

To encourage the building of our road the Northern Central company contracted with us, under date of December 26, 1884, to pay our road fifteen per cent. of the gross earnings accruing to said road on all business originating on or consigned to our road, and destined to or coming from Baltimore or Harrisburg, and intermediate points, on the line of the Northern Central railway, for a period of five years from October 1, 1885, and by resolution of the Northern Central board of directors the provisions of said contract were extended for an additional term of five (5) years.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4		
General office clerks,	2	$120 00	$0 19
Station agents,	4	828 50	66
Enginemen,	1	600 00	1 91
Firemen,	1	343 68	1 10
Conductors,	1	480 00	1 53
Other trainmen,	1	323 95	1 03
Section foremen,	1	480 00	1 53
Other trackmen,	3	981 07	1 05
Total,	18	$4,157 20	9 00
Distribution of above:			
General administration,	6		
Maintenance of way and structures,	4		
Conducting transportation,	8		
Total,	18		
Employes in Pennsylvania: All in Pennsylvania.			

CHARACTERISTICS OF ROAD.

Bridges:	
Wooden (feet),	15
Trestles:	
Number,	5
Aggregate length (feet),	1,900
Gauge of track,	4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

STONY CREEK RAILROAD COMPANY.

Date of organization: May 26, 1868.

By what authority incorporated: Under the laws of the State of Pennsylvania, act of April 14, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Slingluff,	Norristown, Pa.,	Third Monday in January, 1892.
F. D. Sower,	Norristown, Pa.,	do. do.
John Jamison,	Norristown, Pa.,	do. do.
Daniel C. Getty,	Norristown, Pa.,	do. do.
John Overholtzer,	Norristown, Pa.,	do. do.
J. P. Hall Jenkins,	Norristown, Pa.,	do. do.
W. H. Slingluff,	Norristown, Pa.,	do. do.
Wm. Stahler,	Norristown, Pa.,	do. do.
John S. Heebner,	Lansdale, Pa.,	do. do.
David S. Heebner,	Lansdale, Pa.,	do. do.
Samuel Dressler,	Norritonville, Pa.,	do. do.
O. G. Morris,	Line Lexington, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 19, 1891.

Postoffice address of general office: 318 DeKalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	James Boyd,	Norristown, Pa.
Secretary,	Howard Boyd,	do.
Treasurer,		
General Solicitor, Attorney or Counsel,	James Boyd,	do.
Auditor,	F. C. Boggs,	do.
General Passenger Agent,	Howard Boyd,	do.
General Ticket Agent,		
General Freight Agent,		
General Superintendent and Engineer,	George B. Boggs,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Stony Creek,	Norristown, Pa.,	Lansdale, Pa.,	10.30	10.30
Total mileage operated,			10.30	10.30

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Agricultural Improvement Company of Norristown,	$300 00	6 per ct.,	$9 00
Total,	$300 00		$9 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$545,866 28	Capital stock	$176,100 00
Cost of equipment	397 34	Funded debt	350,000 00
Bonds of other companies owned	300 00	Current liabilities	507,554 53
Profit and loss	498,715 91	Accrued interest on funded debt not yet payable	6,125 00
		Mortgages	5,500 00
Total	$1,045,279 53	Total	$1,045,279 53

CONTRACTS, AGREEMENTS, ETC.

No contracts with any express companies.

Mails—no contracts—compensation for the year, $461.68.

No contracts exist other than the usual arrangements for interchange of passenger and freight traffics.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage bonds	Norristown, Pa.	Lansdale, Pa.	10.30	$33,980 58

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation—313 days to the year.
General officers	3	$2,040 00	
General office clerks	2	630 00	$1 01
Station agents	4	1,488 00	1 19
Other station men	3	936 00	1 00
Enginemen	2	1,127 64	1 80
Firemen	2	742 23	1 18
Conductors	2	1,024 02	1 63
Other trainmen	5	1,696 64	1 15
Carpenters	1	613 03	1 96
Section foremen	1	720 00	2 30
Other trackmen	7	3,072 00	1 40
Switchmen, flagmen and watchmen	3	1,096 00	1 17
Telegraph operators and dispatchers	2	820 00	1 32
All other employes and laborers	4	1,447 58	1 11
Total	41	$17,453 14	$1 36
Distribution of above:			
General administration	5	$2,670 00	$1 71
Maintenance of way and structures	9	4,405 03	1 56
Conducting transportation	27	10,378 11	1 23
Total	41	$17,453 14	$1 36
Employes in Pennsylvania: All.			

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	9	9
Number wooden,	4	4
Trestles:		
Number,	1	1
Aggregate length (feet),	50	50
Telegraph: Telegraph line owned by the Philadelphia, Reading and Pottsville Telegraph Company, and leased to this company for the transaction of its railroad business.		

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

STRASBURG RAILROAD COMPANY.

Date of organization: The Strasburg Railroad Company was organized in the year 1851.

By what authority incorporated: By an act of the general assembly in accordance with an act regulating railroad companies, approved the 19th of February, 1849.

If a consolidated company, name the constituent companies: Not consolidated with any other company or organization.

Operated by E. C. Musselman, lessee.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
H. Baumgardner,	Lancaster, Pa.	T. Baumgardner.	Lancaster. Pa.

Postoffice address of general office: Lancaster, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	H. Baumgardner,	Lancaster. Pa.
Treasurer,	T. Baumgardner,	Lancaster. Pa.
General Manager,	E. C. Musselman.	Strasburg, Pa.
General Superintendent.	E. C. Musselman.	Strasburg, Pa.
Superintendent of Express.	E. C. Musselman,	Strasburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Strasburg railroad, ...	Lemon Place, on P.R.R.	Strasburg, ...	4.5	4.5
Total mileage operated, . .	. . . . .	. . . . .	4.5	4.5

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

	Miles of line.	Miles of line in Pennsylvania.
Operated by E. C. Musselman, lessee, ...	4.5	4.5

Strasburg railroad is owned by Henry Baumgardner and is operated by E. C. Musselman, lessee.

CONTRACTS, AGREEMENTS, ETC.

Agreement between Henry Baumgardner, owner, and E. C. Musselman, lessee, to the effect that the owner furnish the material, and the lessee keep the road in repair and pay the owner twelve hundred dollars rent per annum.

Adams Express goods carried. U. S. mail carried daily.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

SUNBURY, HAZLETON AND WILKES-BARRE RAILWAY COMPANY.

Date of organization: May 1, 1878.

By what authority incorporated: General law of April 8, 1861.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Cassatt, ...	Philadelphia, ...	May 17, 1892.
John P. Green, ...	do.	do.
H. H. Houston, ...	do.	do.
W. H. Barnes, ...	do.	do.
G. B. Roberts, ...	do.	do.
Henry D. Welsh, ...	do.	do.

Date of last meeting of stockholders for election of directors: May 19, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Sunbury, Hazleton and Wilkes-Barre Railway Company.	Sunbury,	Tomhicken,	Pennsylvania Railroad Company.	43.44	43.44
Total mileage,				43.44	43.44

Leased to the Pennsylvania Railroad Company for fifty years from May 1, 1878; rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and real estate,	$3,535,109 96	Capital stock,	$1,000,000 00
Cash and current assets,	309,042 31	Funded debt,	2,535,000 00
Other assets:		Current liabilities,	2,649 50
Sinking fund, series A,	65,000 00	Profit and loss,	377,322 77
Sinking fund, series B,	5,820 00		
Total,	$3,914,972 27	Total,	$3,914,972 27

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Sunbury,	Tomhicken,	43.44	$27,302 02
Second mortgage bonds,	do.	do.	43.44	31,077 60

EMPLOYES AND SALARIES.

General officers, 3; no yearly compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	4	4
Number iron,	6	6
Number wooden,	6	6
Trestles:		
Number,	9	9
Aggregate length (feet),	915	915
Telegraph:		
Miles of line owned by this company,	43.23	43.23
Miles of wire owned by this company,	255.33	255.33
Miles of line operated by Pennsylvania Railroad Company, lessee,	43.23	43.23
Miles of wire operated by Pennsylvania Railroad Company, lessee,	255.33	255.33

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? First mortgage bonds, series A and B, sinking fund, one-half of one per cent of amount of bonds issued is appropriated annually, together with the interest on bonds already purchased.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SUNBURY AND LEWISTOWN RAILWAY COMPANY.

Date of organization: Reorganized January 6, 1876.

By what authority incorporated: Under laws of State of Pennsylvania, act March 23, 1865 (P. L. 641), and supplement April 13, 1868 (P. L. 1870, 1366), and further supplement February 17, 1870 (P. L. 154), and reorganized under act of April 8, 1861, on January 6, 1876.

If a consolidated company, name the constituent companies: Middle Creek Railroad Company, act March 23, 1865 (P. L. 641). Name changed to Sunbury and Lewistown Railroad Company, supplement February 17, 1870 (P. L. 154). Reorganized as Sunbury and Lewistown Railway Company, act April 8, 1861.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Aaron Fries,	257 Bullitt Building, Philadelphia,	May 2, 1892.
Edward J. Berwind,	257 Bullitt Building, Philadelphia,	do.
Stephen Greene,	27 South Fifth street, Philadelphia,	do.
John Hart,	Doylestown, Pa.,	do.
Samuel G. Lewis,	27 South Fifth street, Philadelphia,	do.
John W. Mofflly,	27 South Third street, Philadelphia,	do.
George Shannon	Norristown, Pa.,	do.

Act provides for election of a president and six directors by stockholders.
Date of last meeting of stockholders for election of directors: May 4, 1891
Postoffice address of general office: Room 257, Bullitt Building, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia (Pennsylvania Railroad Company).

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Aaron Fries,	Room 257, Bullitt Building, Phila.
Vice President,	Samuel G. Lewis,	27 South Fifth street, Philadelphia.
Secretary and Treasurer,	Frank S. Lewis,	Room 257, Bullitt Building, Phila.

Above being officers of organization.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Sunbury and Lewistown Railway Company.	Lewistown,	Selinsgrove Jc.,	Pennsylvania Railroad Company.	43.45	43.45

Sunbury and Lewistown railway operated by Pennsylvania Railroad Company for cost and one-half of net earnings after payment of interest on bonds outstanding.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,100,000 00	Capital stock,	$600,000 00
Cash and current assets,	93,256 86	Funded debt,	500,000 00
		Profit and loss,	93,256 86
Total,	$1,193,256 86	Total,	$1,193,256 86

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage 7 per cent.,	Lewistown.	Selinsgrove Jc.,	43.45	$11,507 48

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	12	
Number wooden.	10	10
Trestles:		
Number,	5	5
Aggregate length (feet),	2,088	2,088
Telegraph:		
Miles of line owned by this company,	43.45	43.45
Miles of wire owned by this company,	48.45	48.45
*Miles of line operated by the Pennsylvania Railroad Company, lessee,	44.85	44.85
*Miles of wire operated by the Pennsylvania Railroad Company, lessee,	51.25	51.25

Gauge of track, 4 ft. 9 in.

SUSQUEHANNA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: December 8, 1879.
By what authority incorporated; General law of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	February 2, 1892.
John P. Green,	Philadelphia,	do.
George B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
Vacancy.		

Date of last meeting of stockholders for election of directors: February 3, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth Street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Asbton,	do.

*1.4 miles of line and 2.8 miles of wire belong to the Western Union Telegraph Company.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
Susquehanna and Clearfield Railroad Company.	Keating,	Karthaus,	Pennsylvania Railroad Company.	22.78	22.78
Branch,				2.11	2.11
Total mileage,				24.89	24.89

Operated by Pennsylvania Railroad Company under resolution of board of directors adopted July 23, 1884, for net earnings.

This arrangement is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$570,912 55	Capital stock,	$286,000 00
Profit and loss,	70,580 13	Funded debt,	285,000 00
		Current liabilities,	70,492 68
Total,	$641,492 68	Total,	$641,492 68

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	WHAT ROAD MORTGAGED. To—	Miles.	Amount of mortgage per mile of road.
First mortgage bonds,	Keating,	Karthaus,	22.78	
Branch,			2.11	
			24.89	$11,450 38

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	11	11
Telegraph:		
Miles of line owned by this company,	22.50	22.50
Miles of wire owned by this company,	22.50	22.50
Miles of line operated by Pennsylvania Railroad Company,	22.50	22.50
Miles of wire operated by Pennsylvania Railroad Company,	22.50	22.50

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that a sum sufficient to purchase bonds to the extent of one per cent. of the amount issued whenever they can be obtained for par or less, shall be annually appropriated therefor, provided the net earnings are sufficient.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

TAMAQUA, HAZLETON AND NORTHERN RAILROAD COMPANY.

Date of organization: May 18, 1891.
By what authority incorporated: Act of April, 4, 1868.
Under construction.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. H. O'Brien	Philadelphia	First Monday in May, 1892.
J. M. Landis	do.	do. do.
D. Jones	do.	do. do.
W. B. Scott	do.	do. do.
W. R. Taylor	do.	do. do.
C. H. Quarles	do.	do. do.
Rosewell Weston	do.	do. do.
C. C. Midwood	do.	do. do.

Date of last meeting of stockholders for election of directors: May 18, 1891.
Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS

TITLE.	NAMES.	ADDRESS.
President	A. A. McLeod	Philadelphia.
Secretary	W. R. Taylor	do.
Treasurer	W. A. Church	do.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash and current assets	$2,000 00	Capital stock	$2,000 00
Total	$2,000 00	Total	$2,000 00

TIOGA RAILROAD COMPANY.

Date of organization: 1851.

By what authority incorporated: Originally organized as the Tioga Navigation Company, April 12, 1828, by special charter from Pennsylvania, of February 28, 1826. Reorganized in 1851 under special act of 1850, giving power to create new stock, rebuild its line and alter the name to the Tioga Railroad Company.

If a consolidated company, name the constituent companies? Not a consolidated company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
John King,	21 Cortlandt street, New York city.	William Libbey,	31 Nassau street, New York city.
John G. McCullough,	21 Cortlandt street, New York city.	Andrew Donaldson,	21 Cortlandt street, New York city.
Wm. A. Wheelock,	320 Broadway, New York city.	Geo. W. Quintard,	80 Broadway, New York city.
Ogden Mills,	15 Broad street, New York city.	S. T. Reynolds,	Elmira, N. Y.
H. H. Cook,	115 Broadway, New York city.	H. W. Rathbone,	Elmira, N. Y.
		F. N. Drake,	Corning, N. Y.

Date of last meeting of stockholders for election of directors: First Monday in November, 1890.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	John King,	P. O. box 839, New York city.
Secretary,	A. R. Macdonough,	do. do.
Treasurer,	Edward White,	do. do.
Division Superintendent,	E. F. Knibloe,	do. do.

General operating officers same as New York, Lake Erie and Western Railroad Company.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Tioga railroad,	New York State Line and Lawrenceville.	Junction A. & P. C. R. R.	42.83	42.83
Morris Run Branch,	Blossburg Junction,	Morris Run,	3.56	3.56
Elmira State Line railroad,	State Line Junction, N. Y.,	Pennsylvania State Line.	6.50	
Arnot and Pine Creek railroad,	Arnot Junction, Pa.,	Hoytville, Pa.,	11.83	11.83
Total mileage operated,			64.72	58.22

STOCKS OWNED.

Tioga Hotel stock,	$1,000 00

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road and equipment,		$1,474,521 93	Capital stock,	$580,900 00
Stocks of other companies owned,		1,000 00	Funded debt,	789,500 00
Other permanent investments:			Accrued interest on funded debt not yet payable,	10,891 66
Real estate and buildings,	$39,391 90		Accrued rentals of leased lines,	3,698 50
Arnot and Pine Creek railroad additions,	3,350 74		Elmira State Line Railroad Company stock,	29,200 00
		42,742 64	Profit and loss,	2,410,139 83
Cash and current assets,		2,306,065 42		
Total,		$3,824,329 99	Total,	$3,824,329 99

CONTRACTS, AGREEMENTS, ETC.

No independent contracts, as this company works under the contracts of these classes of the N. Y., L. E. & W. R. R. Co.

Contract of February 1, 1883, with the Fall Brook Coal Company, the Corning, Cowanesque and Antrim Railroad Company, the Morris Run Coal Mining Company. Term, twenty years.

Agreement for interchanging of trackage facilities at a fixed rate, one-half of one per cent. per ton per mile, or one dollar per car.

Contract October 2, 1875, with Northern Central Railroad. Term, ninety-nine years. Tioga connection between Lawrenceville and Elmira to be built, gives Tioga company trackage rights from this connection over roads controlled by the Northern Central Railway Company at one cent per mile per passenger, and three-quarters of one cent per ton per mile for coal and lumber.

Contract July 1, 1879, with New York, Lake Erie and Western Railroad Company. Term, five years, gives trackage rights over the Erie from Southport Junction to Cheming railroad, at one cent per mile per passenger, one cent per ton per mile for all freight, $150.00 per month for rent of sidings and use of depots, and three-quarters of one cent per ton per mile on coal for delivery to Northern Central Railway Company.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.
	From—	To—	Miles.			
First mortgage and third rail mortgage bonds, . . .	Coal beds near Blossburg,	Northern boundary line to Pennsylvania near Lawrenceville.			All owned or to be acquired.	All.
Tioga extension.	A point on the main line of the Tioga railroad south of Lawrenceville,	A point on the northern boundary line of Pennsylvania, where it is proposed to intersect said boundary line with the Elmira State Line railroad.	46.39	$13,569 74	Same.	All.
Elmira State Line mortgage, ...	A point on the line of the Elmira and Williamsport railroad one-half mile southerly from the junction of said Elmira and Williamsport railroad with the Erie railway near the city of Elmira, N. Y..	A point on the state line between the States of New York and Pennsylvania, distant 8.83 miles or thereabouts from the first mentioned point, and where a branch of the Tioga railroad is to terminate.	6.50	24,615 38	All equipment of the Elmira State Line Railroad Company present or future.	None.

EMPLOYES AND SALARIES.

Incorporated in the report of the New York, Lake Erie and Western Railroad Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	8	8
Number wooden	28	17
Trestles:		
Number	25	13
Aggregate length (feet)	3,662	2,592
Telegraph:		
Miles of line owned by this company	54	54
Miles of wire owned by this company	54	54

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Track, switches, passenger and freight stations at Elmira and Southport. Pay to the New York, Lake Erie and Western Railroad Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

TIONESTA VALLEY RAILROAD COMPANY.

Date of organization: September 9, A. D. 1879.

By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Jerry Crary	Sheffield, Pa.	C. W. R. Radeker	Sheffield, Pa.
John McNarr	Sheffield, Pa.	J. H. Horton	Sheffield, Pa.
Geo. Horton	Sheffield, Pa.	J. F. Schoelkopf	Buffalo, N. Y.
Isaac Horton	Sheffield, Pa.	Webb Horton	Middletown, N. Y.

Date of last meeting of stockholders for election of directors: January 10, 1891.

Postoffice address of general office: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
Vice President	Webb Horton	Middletown, N. Y.
Secretary	Jerry Crary	Sheffield, Pa.
Treasurer	Charles Sigel	Sheffield, Pa.
Auditor	A. H. Bailey	Sheffield, Pa.
General Manager	Isaac Horton	Sheffield, Pa.
General Passenger Agent	George Horton	Sheffield, Pa.
General Ticket Agent	George Horton	Sheffield, Pa.
General Freight Agent	George Horton	Sheffield, Pa.
General Superintendent	Jerry Creary	Sheffield, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.
Tionesta Valley railway,	Sheffield,	Sheffield Junction,	13
James Branch,	Brookston,	Murphy,	5
Coon Run Branch,	Point,	Coon Run,	2.50
Cherry Grove railway,	Sheffield,	Garfield,	11
Sheffield and Spring Creek,	Sheffield Junction,	Wolf Run,	9.50
Total mileage operated,			41

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$167,649 78	Capital stock,	$120,000 00
Cost of equipment,	76,577 90	Current liabilities,	60,178 95
Cash and current assets,	4,032 53		

CONTRACTS, AGREEMENTS, ETC.

Express Company—15 cents per hundred on packages over 20 pounds; 5 cents per package, each package under 20 pounds.

Mails—$41.86 per mile for 13 miles. No other contract existing.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	6	$7,200 00	
Station agents,	2	1,179 00	$1 90
Other station men,	1	469 50	1 50
Enginemen,	2	1,440 75	2 12½
Firemen,	2	1,095 50	1 75
Conductors,	2	1,224 00	1 96
Other trainmen,	3	1,408 50	1 50
Section foremen,	3	1,799 75	1 91⅝
Other trackmen,	34	13,302 50	1 25
Switchmen, flagmen and watchmen,	1	547 50	1 50
All other employes and laborers,	1	469 50	1 50
Total,	57	$30,136 50	
Distribution of above:			
General administration,	6	$7,200 00	
Maintenance of way and structures,	37	15,102 25	
Maintenance of equipment,	1	469 50	
Conducting transportation,	13	7,364 75	
Total,		$30,136 50	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	57		
Total yearly compensation of employes in Pennsylvania,		$30,136 50	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Telephone: Miles of line owned by this company	18	18

Gauge of track, 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

TIPTON RAILROAD COMPANY.

Date of organization: September 5, 1885.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green	Philadelphia	May 10, 1892.
N. P. Shortridge	Wynnewood, Montgomery Co., Pa.	do.
Henry D. Welsh	Philadelphia	do.
G. B. Roberts	Philadelphia	do.
W. L. Elkins	Philadelphia	do.
Amos R. Little	Philadelphia	do.

Date of last meeting of stockholders for election of directors: May 12, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: Pennsylvania Railroad Company, 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	J. N. DuBarry	Philadelphia.
Secretary, Treasurer	James R. McClure	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.
	From—	To—	
Tipton Railroad Company, ...	Tipton, . . .	Coal Mines, . .	Pennsylvania Railroad Company.

Agreement dated May 1, 1886.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in section number two hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice given in writing to the other party of its desire to terminate the same.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$43,250 00	Capital stock, ...	$43,250 00
Cash and current assets, ...	16,391 25	Profit and loss, ...	16,391 25
Total, ...	$59,641 25	Total, ...	$59,641 25

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number, wooden, ...	7	7
Gauge of track, ...		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

TRENTON CUT-OFF RAILROAD COMPANY.

Date of organization: Articles of association filed December 3, 1889.
By what authority incorporated: General law of April 4, 1868.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes	Philadelphia	January 11, 1892.
John P. Green	Philadelphia	do.
Henry D. Welsh	Philadelphia	do.
William A. Patton	Philadelphia	do.
N. Parker Shortridge	Wynnewood, Pa.	do.
Vacancy.		do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	John N. DuBarry	Philadelphia.
Secretary	Albert Hewson	do.
Treasurer	Taber Ashton	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Trenton Cut-off Railroad Company.	Point in Southampton township, Bucks county, on dividing line between Montgomery and Bucks counties.	Morrisville	Pennsylvania Railroad Company.	15.70	15.70
Total mileage				15.70	15.70

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,251,815 76	Capital stock	$100,000 00
Cash and current assets	99,914 00	Current liabilities	1,251,815 76
Profit and loss	86 00		
Total	$1,351,815 76	Total	$1,351,815 76

EMPLOYES AND SALARIES.

General officers, 3; no yearly compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	10	10
Number iron	6	6
Telegraph:		
Miles of line owned by this company	15.7	15.7
Miles of wire owned by this company	31.4	31.4
Miles of line operated by the Pennsylvania Railroad Company	15.7	15.7
Miles of wire operated by the Pennsylvania Railroad Company	31.4	31.4

Gauge of track, 4 ft. 9 in.

TRESCKOW RAILROAD COMPANY.

Date of organization: May 26, 1870.
By what authority incorporated: Under act of April 4, 1868.
Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. W. Clark	Philadelphia	January 11, 1892
Edward Lewis	do.	do.
E. Hill	do.	do
C. F. Howell	do.	do.
Thos. McKean	do.	do
F. R. Cope	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	J. S. Harris	Philadelphia
Secretary, Treasurer	S. Shepherd	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Tresckow railroad, . . .	Silver Brook, . .	Audenried, . . .	Central Railroad Company of New Jersey.	7.56	7.56

The Tresckow railroad was leased to the Central Railroad Company of New Jersey, March 31, 1871, and is operated by that company in connection with the Lehigh and Susquehanna railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$271,017 40	Capital stock, ...	$130,000 00
		Current liabilities, ...	141,017 40
Total, ...	$271,017 40	Total, ...	$271,017 40

EMPLOYES AND SALARIES.

General officers: President, Secretary and Treasurer; total yearly compensation, nothing.

TROUT RUN RAILROAD COMPANY.

Date of organization: December 26, 1889.

By what authority incorporated: A supplement to an act, entitled "An act to authorize the formation and regulation of railroad corporations," approved the 8th day of June, A. D. 1874.

Operated by the Trout Run Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John R. Leisenring, ...	Hazleton, Pa., ...	January 1, 1891.
J. Frank Torbert, ...	Jersey Shore, Pa., ...	do.
John A. Titman, ...	Shenandoah, Pa., ...	do.
O. A. Keim, ...	Shenandoah, Pa., ...	do.
John F. Finney, ...	Shenandoah, Pa., ...	do.
Charles E. Titman, ...	Shenandoah, Pa., ...	do.

Date of last meeting of stockholders for election of directors: December 25, 1890.

Postoffice address of general office: Shenandoah, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Daniel Shepp,	Tamaqua, Pa.
Vice President,	C. E. Titman,	Shenandoah, Pa.
Secretary,	John F. Finney,	Shenandoah, Pa.
Treasurer,	I. M. Titman,	Shenandoah, Pa.
General Manager,	C. E. Titman,	Shenandoah, Pa.
General Freight Agent,	O. A. Keim,	Shenandoah, Pa.
General Superintendent,	Wm. H. Davie.	Cammal, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Trout Run Railroad Company,	Cammal, Pa.,	Pump Station, Pa.,	16	16
Total mileage operated,			16	16

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$36,475 00	Capital stock,	$25,000 00
Cost of equipment,	1,665 00	Profit and loss,	13,140 00
Total,	$38,140 00	Total,	$38,140 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General office clerks,	1	$600 00	$2 00
Enginemen,	2		2 50
Firemen,	2		1 75
Other trainmen,	6		1 75
Section foreman,	1		1 25
Other trackmen,	4		1 00
Total,	16		
Employes in Pennsylvania: Total number of employes in Pennsylvania,	16		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number wooden,	1	1
Trestles: Number,	2	2
Aggregate length,	402	402
Gauge of track,		3 ft. 6 in

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? This road has no funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

TURTLE CREEK VALLEY RAILROAD COMPANY.

Date of organization: May 7, 1886.

By what authority incorporated: Under provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

This railroad is under construction.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Pitcairn,	Pittsburgh,	May 10, 1892.
Henry D. Welsh,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
W. H. Barnes,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
William A. Patton,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 12, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	James R. McClure,	do.
Treasurer,		
Chief Engineer,	William H. Brown,	do.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$204,920 50	Capital stock,	$250,000 00
Cash and current assets,	150,000 00	Current liabilities,	104,920 50
Total,	$354,920 50	Total,	$354,920 50

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

TYRONE AND CLEARFIELD RAILWAY COMPANY.

Date of organization: April 1, 1867.

By what authority incorporated: Acts of April 8, 1861, and February 19, 1867.

If a consolidated company name the constituent companies: The Moshannon and Clearfield Railroad Company was consolidated with the Tyrone and Clearfield Railroad Company May 23, 1884, under agreement dated April 14, 1884.

The Moshannon and Clearfield Railroad Company was organized June 8, 1880, under act of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 17, 1892.
B. B. Comegys,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 19, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Tabor Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Tyrone and Clearfield Railroad Company.	Vail,	Curwensville,	Pennsylvania railroad.	47.10	47.10
Branches,				69.41	69.41
Total mileage,				116.51	116.51

Leased to the Pennsylvania Railroad Company for fifty years from January 1, 1882.

Rental amounts to five per cent. upon the capital stock, interest on bonds (five per cent.), tax on capital stock and loans, and the amount necessary for the sinking fund. Also expenses of keeping up organization to amount not exceeding $1,000 per annum.

35-11-91.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,019,930 25	Capital stock,	$1,000,000 00
Cash and current assets,	116,916 25	Funded debt,	1,000,000 00
		Current liabilities,	43,588 16
		Sinking fund,	78,333 34
		Profit and loss,	14,925 00
Total,	$2,136,846 50	Total,	$2,136,846 50

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Vail and branches,	Curwensville,	116.51	$8,582 95

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	10	10
Number wooden,	51	51
Trestles:		
Number,	9	9
Aggregate length (feet),	1,334	1,334
Telegraph:		
Miles of line owned by this company,	61.34	61.34
Miles of wire owned by this company,	61.34	61.34
Miles of line operated by Pennsylvania Railroad Company, lessee,	61.34	61.34
Miles of wire operated by Pennsylvania Railroad Company, lessee,	61.34	61.34
Gauge of track,		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Appropriation to sinking fund, $10,000 per annum.

UNION RAILROAD COMPANY.

Date of organization: January 21, 1889.

By what authority incorporated: Incorporated under the general railroad act of April 4, 1868 (P. L. 62), and supplements thereto, particularly the supplement approved April 28, 1871 (P. L. 246).

Not yet operating; in process of construction.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Andrew Burgess,	Pittsburgh,	Until their successors shall have been elected.
A. M. Moreland,	do.	
R. L. Hursh,	do.	
J. M. Keyser,	do.	
A. H. Eames,	do.	

Date of last meeting of stockholders for election of directors: August 21, 1890.
Postoffice address of general office: 48 Fifth avenue, Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Andrew Burgess,	Pittsburgh.
Secretary,	A. M. Moreland,	do.
Treasurer,		
Chief Engineer,	W. H. Smith,	do.
General Solicitor, Attorney or Counsel,	G. D. Packer,	do.
Auditor,	A. M. Moreland,	do.

URSINA AND NORTH FORK RAILWAY COMPANY.

Date of organization: February, 1882.
By what authority incorporated: General law.
If a consolidated company, name the constituent companies: Ursina and North Fork Railroad Company filed charter October 25, 1871. Ursina and North Fork railway purchased franchise, etc., of the Ursina and North Fork Railroad Company and organized February, 1882, filing their charter March 18, 1882.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
J. M. Reid,	Connellsville, Pa.	Edward Scull,	Somerset, Pa.
B. F. Boyts,	Connellsville, Pa.	James C. Lindsey,	Pittsburgh, Pa.
Joseph Albree,	Allegheny City, Pa.	E. H. Reid,	Scottdale, Pa.

Date of last meeting of stockholders for election of directors: January 11, 1891.
Postoffice address of general office: Scottdale, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. M. Reid,	Connellsville, Pa.
Secretary,	Joseph Albree,	Allegheny City, Pa.
Treasurer,	E. H. Reid,	Scottdale, Pa.
General Solicitor, Attorney or Counsel,	George W. Guthrie,	Pittsburgh.
General Manager,	George K. Scull,	Somerset, Pa.
	E. H. Reid,	Scottdale, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To –	Total mileage of road.	Total mileage of road in Pennsylvania.
Ursina and North Fork Railway Company, .	Ursina.	Edna Mines, . . .	4	4
Total mileage operated, ...	. . . . .	. . . . .	4	4

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$27,000 00	Capital stock, ...	$20,000 00
Cost of equipment, ...	3,000 00	Additional cost of road paid by stockholders, not adjusted, . . .	10,000 00
Total, ...	$30,000 00	Total, ...	$30,000 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
Enginemen, $50 per month, ...	1	$1,013 82
Firemen, $35 per month, ...	1	
Section foremen, ...	1	1,236 81
Other trackmen.	3	
Total, ...	6	$2,250 63
Distribution of above:		
Maintenance of way and structures.	. . . .	$1,236 81
Conducting transportation, ...	. . . .	1,013 82
Total, ...	. . . .	$2,250 63
Employes in Pennsylvania:		
Total number of employes in Pennsylvania.	6	. . . . .

CHARACTERISTICS OF ROAD.

Bridges on whole length of road (wooden), ...	5
Gauge of track, ...	4 ft. $8\frac{3}{4}$ in.

WARREN AND FARNSWORTH RAILROAD COMPANY.

Date of organization: Organized as Warren and Farnsworth Valley Railroad Company, April, 1882. Reorganized as Warren and Farnsworth Railroad Company, May 15, 1885.

By what authority incorporated: Originally chartered under the general law. Re-organized under an act, entitled "A supplement to an act, entitled 'An act concerning the sale of railroads, canals, turnpikes, bridges and plank-roads, etc.,' approved the 25th day of May, 1878."

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. Struthers,	Warren, Pa.,	May, 3, 1892.
C. W. Stone,	do.	do.
J. H. Eddy,	do.	do.
L. D. Wetmore,	do.	do.
F. Henry,	do.	do.
A. J. Hazletine,	do.	do.

Date of last meeting of stockholders for election of directors: May 4, 1891.
Postoffice address of general office: Warren, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	M. Waters,	Warren, Pa.
Vice President,	M. B. Dunham,	Warren, Pa.
Secretary,	J. P. Jefferson,	Warren, Pa.
Treasurer,	A. D. Wood,	Warren, Pa.
Auditor,	C. P. Wilkins,	North Clarendon, Pa.
General Manager,	A. D. Wood,	Warren, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line,	Clarendon,	Vandergrift,	10.05	10.05
Garfield extension,	Junction,	Garfield,	1.12	1.12
Dunham's Mill extension,	Junction,	Dunham's Mill,	4.09	4.09
Total mileage operated,			15.26	15.26

CONTRACTS, AGREEMENTS, ETC.

Contract with Adams Express Company by which railroad pays ten cents per hundred pounds, on express goods shipped. Also carry United States mail for $447.60 per year.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Total daily compensation.
General manager	1	$1,200 00	
Station agent	2	1,440 00	$2 40
Enginemen	1	900 00	3 00
Firemen	1	600 00	2 00
Other trainmen	1	540 00	1 80
Section foremen	1	540 00	1 80
Other trackmen	2	640 00	1 30
Switchmen, flagmen and watchmen	1	600 00	2 00
All other employes and laborers	2	640 00	1 30
Total	12	$7,100 00	
Distribution of above:			
General administration	1	$1,200 00	
Maintenance of way and structures	2	1,180 00	
Conducting transportation	9	4,720 00	
Total	12	$7,100 00	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	2	2
Trestles:		
Number	4	4
Aggregate length (feet)	514	
Gauge of track		3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt; No funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WAYNESBURG AND WASHINGTON RAILROAD COMPANY.

Date of organization: May 18, 1875.

By what authority incorporated: Pennsylvania; act of 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry,	Philadelphia,	February 2, 1892.
Wm. Mullins,	Pittsburgh,	do.
Thos. D. Messler,	Pittsburgh,	do.
James McCrea,	Pittsburgh,	do.
J. T. Brooks,	Pittsburgh,	do.
J. J. Brooks,	Pittsburgh,	do.
J. F. Temple,	Waynesburg, Pa.,	do.
Abner Tharp,	Waynesburg, Pa.,	do.
W. T. Lantz,	Waynesburg, Pa.,	do.
W. S. Bryson,	Washington, Pa.,	do.
Jacob Swart,	Hopkin's Mills. Pa.,	do.

Date of last meeting of stockholders for election of directors: February 3, 1891.
Postoffice address of general office: Penn avenue and Tenth street, Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Geo. B. Roberts,	Philadelphia.
Vice President,	Thos. D. Messler,	Pittsburgh.
Secretary,	S. B. Liggett,	Pittsburgh.
Treasurer,	T. H. B. McKnight,	Pittsburgh.
Auditor,	John W. Renner	Pittsburgh.
Superintendent,	C. E. Bower,	Waynesburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Waynesburg and Washington railroad.	Waynesburg, Pa.,	Washington, Pa.,	28.15	28.15
Total mileage operated,			28.15	28.15

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$201,722 59	Capital stock,	$101,854 97
Cost of equipment,	52,233 16	Funded debt,	98,900 00
Cash and current assets,	10,574 15	Current liabilities,	43,358 69
Other assets:		Profit and loss,	20,835 52
Sundries,	419 28		
Total,	$264,949 18	Total,	$264,949 18

CONTRACTS, AGREEMENTS, ETC.

Express Companies—The Adams Express Company pays this company twenty-five cents per one hundred pounds for all express matter transported, except money carried for the government.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, decided by extent of service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage	Waynesburg, Pa.,	Washington, Pa.,	28.15	$3,513 32

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	6	$1,620 00	
Station agents	8	2,324 48	$0 97
Other station men	3	1,432 50	1 50
Enginemen	2	2,636 66	3 00
Firemen	2	1,128 06	1 25
Conductors	2	1,553 40	2 24
Other trainmen	6	2,560 44	1 33
Machinists	1	780 00	2 45
Carpenters	5	3,374 00	1 96
Other shopmen	1	206 14	1 50
Section foreman	6	2,382 30	1 25
Other trackmen	19	6,850 00	1 10
Switchmen, flagmen and watchmen	1	643 50	1 50
All other employes and laborers	7	2,956 50	1 35
Total	69	$30,447 98	
Distribution of above :			
General administration	6	$1,620 00	
Maintenance of way and structures	25	9,232 30	
Maintenance of equipment	7	4,360 14	
Conducting transportation	31	15,235 54	
Total	69	$30,447 98	
Employes in Pennsylvania :			
Total number of employes in Pennsylvania	69		
Total yearly compensation of employes in Pennsylvania		$30,447 98	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	1	1
Number wooden	4	4
Trestles:		
Number	14	14
Aggregate length (feet)	2,180	2,180

Gauge of track, 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision yet made.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WEST CHESTER RAILROAD COMPANY.

Date of organization: Charter February 18, 1831.

By what authority incorporated: Special act February 18, 1831. Acts of April 8, 1833, April 16, 1838, resolution June 20, 1839, March 11, 1842, acts of September 6, 1843, April 11, 1844, April 27, 1844, March 8, 1855, April 19, 1856, April 21, 1858, March 17, 1864.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green.	Philadelphia.	January 18, 1892.
W. H. Barnes.	Philadelphia.	do.
Wm. A. Patton.	Philadelphia.	do.
G. B. Roberts.	Philadelphia.	do.
N. P. Shortridge.	Wynnewood, Pa.	do.
Vacancy.		

Date of last meeting of stockholders for election of directors: January 19, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: 233 South Fourth St., Philadelphia, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	John P. Green.	Philadelphia.
Secretary.	Albert Hewson.	do.
Treasurer.	Taber Ashton.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
	From—	To—			
The West Chester railroad.	Zermatt.	West Chester.	Pennsylvania Railroad Company.	5	5

Leased to the Pennsylvania Railroad Company for ninety-nine years from August 6, 1879, for a rental equal to five per cent. per annum on the capital stock, interest on the bonds (five per cent.) and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$281,724 38	Capital stock.	$165,000 00
Cash and current assets.	7,854 45	Funded debt.	91,668 00
		Current liabilities.	12,230 63
		Profit and loss.	20,680 20
Total.	$289,578 83	Total.	$289,578 83

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds, ...	Zermatt, ...	West Chester, ...	5	$15,000 00

EMPLOYES AND SALARIES.

General officers 3; no yearly compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	2	2
Telegraph:		
*Miles of line operated by Pennsylvania Railroad Company, lessee, .	5	5
*Miles of wire operated by Pennsylvania Railroad Company, lessee, .	10	10
Gauge of track, ...		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that a sum equal to one-half of one per cent. upon the amount of bonds issued shall be appropriated to the purchase of bonds semi-annually, February 1st and August 1st, when earnings are sufficient, and when the bonds can be purchased at par or less. A premium on the bonds render this provision inoperative.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WEST CHESTER AND PHŒNIXVILLE RAILROAD COMPANY.

Date of organization: The charter was approved March 9, 1870, and organization at once completed.

By what authority incorporated: See charter approved March 9, 1890; charter may have special privileges, but is governed by general railroad law therein referred to. No "amendments or supplements thereto."

If a consolidated company, name the constituent companies: This is not a consolidated company.

This is not a completed road, the expenditures, therefore, being for construction account.

*Owned by a private individual.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William E. Lockwood,	Glen Loch postoffice, Chester county, Pa., or 251 South Third street, Philadelphia.	January, 1892.

All the other directors have resigned, pending reorganization.

Date of last meeting of stockholders for election of directors: January, 1891. No quorum present; old officers holding over.

Postoffice address of general office: West Chester, Pa., or the president may be reached at 251 South Third street, Philadelphia, or Glen Loch postoffice, Chester county, Pa.

OFFICERS (Last Acting).

TITLE.	NAMES.	ADDRESS.
President,	Wm. E. Lockwood,	Glen Loch P. O., Chester county, Pa., or 251 South Third street, Philadelphia.
Vice President,	Wm. Painter, dead.	
Secretary,	David M. McFarland,	West Chester, Pa.
Treasurer,		
Chief Engineer,	Edward S. Taylor,	Cape May, N. J.
General Solicitor, Attorney or Counsel.	Wm. A. Reading,	Philadelphia, now New York city.
	Joseph Hemphill,	West Chester, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
West Chester and Phœnixville Railroad Company.	West Chester, Pa.,	Phœnixville, Pa.,	14	14

WESTERN MARYLAND RAILROAD COMPANY.

Date of organization: Chartered as Baltimore, Carroll and Frederick railroad, May 27, 1852, and under existing name, March 21, 1853.

By what authority incorporated: States of Maryland and Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Biggs,	Baltimore, Md.,	October, 1891.
Wm. A. Boyd,	Baltimore, Md.,	do.
A. P. Burt,	Baltimore, Md.,	do.
John W. Cable,	Smithburg, Md.,	do.
C. Devries,	Baltimore, Md.,	do.
C. W. Humrichouse,	Williamsport, Md.,	do.
E. G. Hipsley,	Baltimore, Md.,	do.
John C. Legg,	Baltimore, Md.,	do.
J. M Littig,	Baltimore, Md.,	do.
W. S. Rayner,	Baltimore, Md.,	do.
Samuel D. Schmucker,	Baltimore, Md.,	do.
Edward Worthington,	Glyndon, Md.,	do.
Levi Weinberger,	Baltimore, Md.,	do.

Date of last meeting of stockholders for election of directors: October 15, 1890.
Postoffice address of general office: Baltimore, Md.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President and General Manager	J. M. Hood,	Baltimore, Md.
Secretary, Treasurer,	George H. Baer,	do.
Chief Engineer,	J. M. Hood,	do.
General Solicitor, Attorney or Counsel.	Charles Marshall,	do.
Auditor and General Ticket Agent.	J. D. Whittington,	do.
General Passenger Agent, General Freight Agent,	B. H. Griswold,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Western Maryland Railroad Company,	Baltimore, Md.,	Williamsport, Md.,	90	.50
Baltimore and Cumberland Valley railway.	Edgemont, Md.,	Midvale, Pa.,	3.03	
	Midvale, Pa.,	Waynesboro', Pa.,	4.55	4.55
Baltimore and Cumberland Valley railroad extension.	Waynesboro', Pa.,	Shippensburg, Pa.,	26.52	26.52
Total mileage operated,			124.10	31.57

STOCKS OWNED.

Baltimore and Cumberland Valley Railway Company, 850 shares (total par value),	$42,500 00
Baltimore and Cumberland Valley Railroad, 1,534 shares (total par value),	76,700 00
Baltimore and Harrisburg Railway Company, Western extension (total par value),	240,000 00
Baltimore and Harrisburg Railway Company (total par value),	659,050 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, Cost of equipment,	$5,396,801 80	Capital stock,	$1,008,700 00
Other permanent investments,	573,327 41	Funded debt,	4,779,960 00
Car trust notes outstanding,	66,000 00	Current liabilities,	593,613 49
New track,	57,125 86	Difference in five mortgages and amount authorized issue,	96,000 00
Cash and current assets,	192,852 03	Baltimore and Cumberland Valley railway,	42,500 00
Funding certificates,	226,530 00	Baltimore and Cumberland Valley Railroad Company,	76,700 00
Other assets:		Baltimore and Harrisburg railway,	
Sinking fund,	100,000 00	western extension,	255,637 61
Sundries,	43,002 83	Baltimore and Harrisburg Railway Company,	659,050 00
Preferred stock issued for accrued interest,	324,000 00	Profit and loss,	485,728 83
Total,	$7,997,889 93	Total,	$7,997,889 93

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company—40 per cent. gross receipts.

United States Government—$150.48 per mile. Baltimore to Williamsport.

Arrangements to a greater or less extent for making through rates upon agreed percentage basis of division, with Pennsylvania railroad, Norfolk and Western and southern connections, Baltimore and Ohio railroad, Philadelphia and Reading and Cumberland Valley.

Baltimore and Potomac railroad, and Northern Central Railway Company for trackage in Baltimore city—Freight, 35 cents per ton; trip passengers, 10 cents each way; commutation and excursion, 6 cents each way; monthly tickets, 4 cents a trip.

Western Union Telegraph Company.

Union News Company—$1,000 per annum.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION	WHAT ROAD MORTGAGED.		
	From—	To—	Miles.
First mortgage	Baltimore	Williamsport	90
Second mortgage	do.	do.	90
Third mortgage	do.	do.	90
Fourth mortgage	do.	do.	90
Fifth mortgage	do.	do.	90
Baltimore city loan	do.	do.	90

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	12	$29,875 00	. . . . .
General office clerks	33	18,720 00	$1 58
Motive power	2	1,080 00	1 50
Station agents	53	15,409 14	81
Other station men	23	9,780 00	1 18
Enginemen	30	38,441 28	2 10 to 4 45
Firemen	32		1 50 to 2 50
Conductors	17	14,647 20	2 20 to 2 90
Other trainmen	34	19,442 40	1 40 to 2 00
Machinists	14	9,640 40	2 20
Carpenters	7	4,639 20	2 12
Other shopmen	67	31,012 32	1 45
Section foremen	24	11,520 00	1 53
Other trackmen	170	58,531 00	1 10
Switchmen, flagmen and watchmen	17	5,586 00	91
Telegraph operators and dispatchers	21	9,120 00	1 21
All other employes and laborers	53	22,763 52	1 19
Total	609	$300,207 46	. . . . .
Distribution of above:			
General administration	45	$48,595 00	. . . . .
Maintenance of way and structures	217	81,742 84	. . . . .
Maintenance of equipment	90	46,371 92	. . . . .
Conducting transportation	257	123,497 70	. . . . .
Total	609	$300,207 46	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	35	
Number wooden	81	
Trestles:		
Number	18	
Aggregate length (feet)	1,383	
Gauge of track		4 ft. 8½ in.

WESTERN NEW YORK AND PENNSYLVANIA RAILROAD COMPANY.

Date of organization: November 28, 1887.

By what authority incorporated: Under the laws of the States of New York and Pennsylvania.

If a consolidated company, name the constituent companies: Consolidated company. Date of consolidation November 28, 1887. Formed from constituent companies by the consolidation of the Western New York and Pennsylvania Railway Company of Pennsylvania, and the Western New York and Pennsylvania Railway Company of New York, agreement of consolidation having been filed in the office of the Secretary of State of New York, at Albany, on the 23d day of November, and in the office of the Secretary of the Commonwealth of Pennsylvania at Harrisburg on the 28th day of November A. D. 1887.

Western New York and Pennsylvania Railway Company of Pennsylvania was organized October 20, 1887, under the provisions of the act of assembly of April 8, 1861, and the several supplements and amendments thereto, with a capital of $15,000,000.00 and certificate of organization, filed at Harrisburg November 3, 1887. Authorized by stockholders of Western New York and Pennsylvania Railway Company of Pennsylvania at a meeting held November 10, 1887.

Western New York and Pennsylvania Railway Company of New York was organized September 30, 1887, under and in pursuance of an act of Legislature of the State of New York, known as chapter 430 of the laws of 1874, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, and the acts amendatory thereof, and supplementary thereto, with a capital of $15,000,000.00, certificates of organization filed at Albany October 12, 1887. Authorized by stockholders of Western New York and Pennsylvania Railway Company of New York at a meeting held November 22, 1887.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Calvin H. Allen	Mills Building, New York	January 12, 1892.
Edward L. Owen	71 Wall street, New York	do.
Adolph Engler	160 Pearl street, New-York	do.
Isaac N. Seligman	Mills Building, New York	do.
Gustav E. Kissel	54 Wall street, New York	do.
John D. Probst	52 Exchange Place, New York	do.
Wm. Mertens	Van Hoffman & Co.	do.
Chas. W. Lea	706 Sansom street, Philadelphia	do.
Samuel G. DeCoursey	242 South Third street, Philadelphia	do.
George E. Bartol	139 South Front street, Philadelphia	do.
Wm. T. Tiers	11 South Front street, Philadelphia	do.
E. W. Clark, Jr.	Bullitt Building, Philadelphia	do.
Pascal P. Pratt	Buffalo, N Y	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: Buffalo, N. Y.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	Calvin H. Allen	New York city.
Vice President	Samuel G. DeCoursey	Philadelphia.
Assistant to President	J. Edmund Shields	Buffalo.
Secretary	Joseph R. Trimble	Philadelphia.
Treasurer	Franklin S. Buell	Buffalo.
Chief Engineer	R. D. McCreary	Buffalo.
General Solicitor, Attorney or Counsel	James D. Hancock	Buffalo.
Auditor	Wm. L. Doyle	Buffalo.
General Passenger Agent	J. A. Fellows	Buffalo.
General Freight Agent	E. T. Johnson	Buffalo.
General Superintendent	Robt. Bell	Buffalo.
Division Superintendent	C. T. Dabney	Buffalo.
Division Superintendent	J. W. Watson	Olean.
Division Superintendent	E. A. Fisher	Oil City.
Purchasing Agent	J. H. Poole	Buffalo.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main Line Owned.				
Western New York and Pennsylvania railroad.	Buffalo	Emporium	118.24	41.90
	Buffalo	Oil City	136.43	50.60
	Stoneboro'	New Castle	36	36
	Olean	Oil City	109.90	71.80
			400.57	200.30
Branch Line Owned.				
Western New York and Pennsylvania railroad.	Tryonville	Union	16.30	16.30
	Titusville	Pioneer	8.90	8.90
			25.20	25.20
Lines of Proprietary Companies. All of whose capital stock is owned by this company.				
Union Terminal	Buffalo	D., L. & W. crossing	2.31	.....
Olean, Bradford and Warren Railroad Co.	Olean, N. Y.	State line	12.53	.....
Olean, Bradford and Warren Railway Co.	Penna. State line	Bradford	10.11	10.11
Kendall and Eldred Railroad Company	Eldred	Tarport	18.28	18.28
Bradford Railway Company of Pennsylvania	Bradford	Kinzua Junction	14.75	14.75
Kinzua Railway Company of Pennsylvania	Kinzua Junction	Kinzua	14.04	14.04
McKean and Buffalo Railroad Company	Larabee	Clermont	22.15	22.15
Genesee Valley Canal Railroad Company	Hinsdale	Rochester	98.61	.....
Genesee Valley Terminal Railroad Company	Rochester	Lincoln Park	2.46	.....
Rochester, New York and Pennsylvania Railroad Company	Nunda Junction	Swains	12	.....
			207.24	79.33
Total mileage operated			633.01	304.83

BONDS OWNED.

Second mortgage bonds, W. N. Y. & P. R. R. Co.	$494,667 02

STOCKS OWNED.

W. N. Y. & P. R. R. Co., capital stock	$10,269,556 00
L. & S. W. R. R. Co., capital stock, 645 shares	64,500 00
Non-convertible income scrip	2,010 00
Total	$10,336,066 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$58,757,641 89	Capital stock,	$30,000,000 00
Cost of equipment,	3,749,994 98	Funded debt,	31,694,803 55
	$62,507,636 87	Current liabilities,	784,627 75
Bonds of other companies owned,	494,667 02	Accrued interest on funded debt not yet payable,	23,333 33
Stocks of other companies owned,	10,336,066 00	Real estate mortgage,	353,304 00
Cash and current assets,	793,613 28	Old coupon account,	262 50
		Non convertible income scrip, 1907,	390,907 20
		Second mortgage income scrip, including the amount to be issued for interest, accrued to June 30, 1891,	2,435,930 47
		Profit and loss,	8,448,814 37
Total,	$74,131,983 17	Total,	$74,131,983 17

IMPORTANT CHANGES DURING THE YEAR.

Of the $10,703.00 of non-convertible scrip reported in 1890 as on hand, and to be issued, there has been issued this year $540.00, which has been charged to cost of road, franchises and property, leaving $10,163.00 of said scrip to be issued.

Western New York and Pennsylvania Railroad Company second mortgage bonds, amounting to $9,000.00, have been purchased during the year and canceled.

Six new equipment contracts have been issued during the year for 1,240 gondola and 250 box cars, aggregating with interest on deferred payments $823,494.84, on which payments have been made of $7,416.00, leaving $816,078.84 outstanding.

Principal and deferred interest amounting to $206,368.09, accrued on equipment contracts, issued previous to this year, has been paid, leaving $282,398.61, principal and interest, on such contracts outstanding.

During the past year the net earnings from operations of the road, after deducting payments for additions to the equipment and the property, have not been sufficient to pay the interest on the second mortgage bonds in cash, therefore convertible income scrip, amounting to $933,467.42, has been charged to income account.

These scrip certificates are convertible at the option of the holders into debenture bonds, upon which debenture bonds interest is payable only if earned.

In accordance with the terms of the second mortgage, and at the request of the holders of the income scrip certificates, debenture bonds have been issued for income scrip to the amount of $343,000.00, aggregating with those issued in previous years $1,058,000.00.

CONTRACTS, AGREEMENTS, ETC.

Express Companies—American Express Company, June 3, 1883.

Mails—Postmaster General's adjustments of pay as follows: Route 6058, Buffalo to Emporium, August 30, 1889; route 6061, Buffalo to Corry, August 29, 1889; route 6123, Rochester to Hinsdale, August 29, 1889; route 8025, Irvine to Corry, September 3, 1889; route 8068, Bloomfield to Tryonville, September 27, 1889; route 8091, Larabee to Clermont, September 3, 1889; route 8096, New Castle to Stoneboro', October 14, 1889; route 8121, Bradford to Olean, September 3, 1889: route 8122, Summit City to Bradford, September 27, 1889; route 8164, Warren to Salamanca, September 5, 1889; route 8188, Bradford to Kinzua, April 7, 1890.

Freight Lines—Empire Transportation Company, April 1, 1873; Empire Transportation Company for Green Line business, November 4, 1875.

Other Railroad Companies—Buffalo Creek Railroad Company, January 1, 1888; Pennsylvania Railroad Company, Clermont line, July 8, 1889.

Telegraph Companies—Western Union Telegraph Company, September 14, 1880, and May 20, 1882.

Other Contracts—Pennsylvania Railroad Company, Warren and Irvineton traffic, April 13, 1887.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	What road mortgaged.	Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.	What securities mortgaged.
First mortgage bonds.	First lien on entire system except Union Terminal property in Buffalo.	633.01	$15,402 60	Second lien on all except such as is purchased by sale of first mortgage bonds upon which latter it is a first lien.	Second lien on all corporate stock and bonds owned by company.
Second mortgage bonds.	Second lien on the entire system.	633.01	31,569 80	First lien on all except such as is purchased from proceeds of first mortgage bonds sold upon which it is a second lien.	First lien on all corporate stock and bonds owned by this company.

EMPLOYES AND SALARIES.

CLASS.	Number.	Average yearly compensation.	Total daily compensation.
General officers,	15	$52,300 68	. . . . .
General office clerks,	105	72,051 12	$1 89
Station agents,	112	61,322 28	1 52
Other station men,	287	111,168 12	1 21
Enginemen,	136	149,204 76	3 58
Firemen,	152	88,453 44	2 14
Conductors,	95	79,493 52	2 68
Other trainmen,	445	241,671 72	2 03
Machinists,	82	61,693 32	2 45
Carpenters.	148	91,604 64	2 11
Other shopmen,	693	331,290 00	1 57
Section foremen,	148	88,107 60	1 68
Other trackmen,	1,029	235,460 36	1 23
Switchmen, flagmen and watchmen,	98	37,474 20	1 14
Telegraph operators and dispatchers,	103	51,573 84	1 56
All other employes and laborers,	104	50,166 00	1 71
Total,	3,752	$1,893,035 60	*$1 71
Distribution of above:			
General administration,	120	$113,312 11	$2 60
Maintenance of way and structures,	1,325	449,781 99	1 56
Maintenance of equipment,	879	337,313 77	1 26
Conducting transportation,	1,428	902,627 73	2 09
Total,	3,752	$1,803,035 60	$1 76
Employes in Pennsylvania:			
Total number of employes in Pennsylvania (estimated),	1,876	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania (estimated),	. . . .	$901,517 80	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	
Number iron,	31	6
Number wooden,	60	31
Iron girders,	38	3
Wooden girders,	398	174
Trestles:		
Number,	224	122
Aggregate length (feet),	38,974	17,263
Gauge of track,	4 ft. 8½ in. and 3 ft.	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: All the terminal facilities in the city of Buffalo are owned by the Union Terminal Railroad Company, and are used by this company. No rental has been paid except that the property has been maintained and all taxes paid.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association, Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Empire Line and Green Line, operated.

WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: Incorporated March 22, 1860.

By what authority incorporated: Acts of March 22, 1860, April 27, 1864, supplements to acts of April 27, 1864, March 9, 1865, act of March 22, 1865, supplement to act of incorporation of April 17, 1866, acts of April 10, 1867, February 25, 1870, March 25, 1871.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green	Philadelphia,	February 17, 1892.
G. B. Roberts	do.	do.
Henry D. Welsh	do.	do.
Vacancy.		

Date of last meeting of stockholders for election of directors: February 18, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Western Pennsylvania Railroad Company.	Bolivar,	Butler,	Pennsylvania Railroad Co.	70.63	70.63
Pittsburgh Branch,	Butler Junction	Allegheny City,	Pennsylvania Railroad Co.	27.60	27.60
Branch,				17.77	17.77
Total mileage,				116	116

Lease to the Pennsylvania Railroad Company dated June 1, 1888, for forty years from that date. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,288,025 73	Capital stock,	$1,775,000 00
Bonds and mortgages receivable,	3,000 00	Funded debt,	4,225,000 00
Cash and current assets,	1,087,500 18	Current liabilities,	36,004 47
		Mortgage and ground rent payable,	77,302 50
		Profit and loss,	1,265,218 94
Total.	$7,378,525 91	Total,	$7,378,525 91

IMPORTANT CHANGES DURING THE YEAR.

$43,000 first mortgage main line bonds purchased.
$43,000 registered coupon 4 per cent. bonds issued.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	To—	Miles.	Amount of mortgage per mile of line.
First mortgage bonds, "Main Line,	Bolivar,	Butler,	70.63	
First mortgage bonds, Pittsburgh Branch,	Butler Junction,	Allegheny,	27.60	
Registered coupon bonds, main line and branches,			116	$36,422 41

EMPLOYES AND SALARIES.

General officers, 3; compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	9	9
Number iron,	20	20
Number wooden,	17	17
Trestles :		
Number,	6	6
Aggregate length (feet),	226	226
Tunnels :		
Number,	3	3
Maximum length (feet),	1,425	1,425
Minimum length (feet),	600	600
Aggregate length of all tunnels (feet),	3,390	3,390
Telegraph :		
Miles of line owned by this company,	98.83	98.83
Miles of wire owned by this company,	218.26	218.26
Miles of line operated by Pennsylvania Railroad Company, lessee,	98.83	98.83
Miles of wire operated by Pennsylvania Railroad Company, lessee,	218.26	218.26

Gauge of track, ... 4 ft. 9 in.

WHEELING, PITTSBURGH AND BALTIMORE RAILROAD COMPANY.

Date of organization : August 5 1887.

If a consolidated company, name the constituent companies: Baltimore and Ohio Short Line Railroad Company, organized July 12, 1885, act of April 8, 1861, State of Pennsylvania. Wheeling, Pittsburgh and Baltimore Railroad Company, organized January 15, 1872, act of April 8, 1861, State of Pennsylvania, House bill No. 3, February 29, 1872, State of West Virginia.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
J. B. Washington,	Pittsburgh,	Second Monday in January,	1892.
Alexander M. Byers,	Pittsburgh,	do.	do.
Chas. F. Mayer,	Baltimore, Md.,	do.	do.
W. W. Smith,	Washington, Pa.,	do.	do.
Wm. Workman,	Washington, Pa.,	do.	do.
John D. Scully,	Pittsburgh,	do.	do.
Johns McCleave,	Pittsburgh,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Pittsburgh.

Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. B. Washington,	Pittsburgh.
Secretary,	A. W. Black,	Pittsburgh.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Auditor,	W. T. Thelin.	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wheeling, Pittsburgh and Baltimore Railroad Company.	Gleenwood, Pa..	Zediker, Pa....	Baltimore and Ohio Railroad Company.	29.4	29.4
Baltimore Railroad Company, .	Washington, Pa.	Wheeling, W. Va.	Baltimore and Ohio Railroad Company.	32.4	20.9
Ohio and Baltimore Short Line Railway Company (Western Division).	Zediker, Pa., . .	Washington, Pa.	Baltimore and Ohio Railroad Company.	4	4
Total mileage, ...	. . . . .	. . . . .	. . . . .	65.8	54.3

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock.

The Ohio and Baltimore Short Line Railroad Company from Zediker to Washington, Pa., leased to the Wheeling, Pittsburgh and Baltimore Railroad Company, by instrument dated August 5, 1887, for 999 years at an annual rental of one dollar.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$7,112,313 13	Capital stock.	$5,500,000 00
Cash and current assets, ...	3,569,589 36	Funded debt, ...	5,500,000 00
Profit and loss, ...	318,097 51		
Total, ...	$11,000,000 00	Total, ...	$11,000,000 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage, Northern division.	Glenwood, Pa.,	Whitehall, Pa.,	5	$100,000 00
First mortgage, consolidated.	Glenwood, Pa.,	Wheeling, W. Va.	62	80,645 16

All income mortgaged.

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Station agents,	11	$1 53
Other station men,	7	1 41
Enginemen,	35	3 70
Firemen,	42	1 95
Conductors,	25	2 87
Other trainmen,	127	1 65
Carpenters,	12	2 00
Other shopmen,	6	1 52
Section foremen,	18	1 50
Other trackmen,	153	1 20
Switchmen, flagmen and watchmen,	8	99
Telegraph operators and dispatchers,	16	1 50
Employes—account floating equipment,	26	1 52
All other employes and laborers,	54	2 19
Total,	540	.....
Distribution of above:		
Maintenance of way and structures,	260	.....
Maintenance of equipment,	6	.....
Conducting transportation,	274	.....
Total,	540	.....

CHARACTERISTICS OF ROAD

Bridges:	
Number stone,	1
Number iron,	19
Number wooden,	53
Trestles:	
Number,	43
Aggregate length (feet),	11,474
Tunnels:	
Number,	7
Maximum length (feet,)	1,739
Minimum length(feet),	401
Aggregate length of all tunnels (feet),	5,649
Gauge of track,	4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WILCOX RAILROAD COMPANY.

Date of organization: Chartered June 16, 1885, and organized during that year.

By what authority incorporated: By an act of assembly of the Commonwealth of Pennsylvania, approved the fourth day of April, A. D. 1868, and the several supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. Hasell Wilson,	Philadelphia.	Second Tuesday in February, 1892,	
J. N. DuBarry,	Philadelphia,	do.	do.
Henry D. Welsh,	Philadelphia,	do.	do.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.,	do.	do.
Amos R. Little,	Philadelphia,	do.	do.
J. Bayard Henry,	Philadelphia,	do.	do.
Wm. A. Patton,	Philadelphia,	do.	do.

Date of last meeting of stockholders for election of directors: February 10, 1891.

Postoffice address of general office: 233 South Fourth Street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	W. Hasell Wilson.	Philadelphia.
Secretary, Treasurer,	J. S. Vanzandt,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Wilcox Railroad Company.	Wilcox,	M. P. 2+3,432	Pennsylvania Railroad Co.,	2.65	2.65
Total mileage,				2.65	2.65

The Wilcox railroad is operated by the Pennsylvania Railroad Company under certain rules and regulations adopted by the Pennsylvania Railroad Company, the Philadelphia and Erie Railroad Company and the Wilcox Railroad Company respectively.

No separate account thereof being kept, we are unable to report any details as to the operations of the road.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$21,625 60	Capital stock,	25,000 00
Cash and current assets,	3,374 40		
Total,	$25,000 00	Total,	$25,000 00

EMPLOYES AND SALARIES.

General officers, 2: compensation, nothing.

Total number of employes in Pennsylvania, 2.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	1	1
Aggregate length (feet),	623	623
Gauge of track,		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WILCOX AND ROCKY RUN RAILWAY COMPANY.

Date of organization: February 18, 1891.

By what authority incorporated: Incorporated under general railroad law and act of assembly, approved April 4, A. D. 1868, and the acts supplementary thereto.

If a consolidated company, name the constituent companies: Not consolidated.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Irving Schultz,	Wilcox, Elk county, Pa.,	February 18, 1892.
A. A. Clearwater,	Wilcox, Elk county, Pa.,	do.
C. W. Spettigue,	Wilcox, Elk county, Pa.,	do.
P. S. Ernhout,	Wilcox, Elk county, Pa.,	do.
Norman Schultz,	Summit, N. J.,	do.
C. N. McCauley,	Ridgway, Pa.,	do.
Jno. G. Whitmore,	Ridgway, Pa.,	do.

Date of last meeting of stockholders for election of directors: Directors named in articles of association. No election since.

Postoffice address of general office: Ridgway, Elk county, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Irving Schultz,	Wilcox, Elk county, Pa.
Vice President,	C. H. McCauley,	Ridgway, Elk county, Pa.
Secretary,	John G. Whitmore,	Ridgway, Elk county, Pa.
Treasurer,	A. A. Clearwater,	Wilcox, Elk county, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Wilcox and Rocky Run Railway Company.	Junction with Wilcox railroad at Horner and Freeman's siding,	The middle of warrant No. 2,426. Extent at present.	6.50	6.50

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The entire road was leased by lease dated March 12, 1891. No income received from lessee prior to June 30, 1891. The rentals were payable under this lease on June 12, September 12, December 12 and March 12, in each year. No rentals received prior to June 30, 1891.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$19,777 53	Capital stock,	$25,000 00
Cost of equipment,	5,813 93	Current liabilities,	591 46
Total,	$25,591 46	Total.	$25,591 46

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF LINE.	IN PENNSYLVANIA.
Bridges:		
Number combination,	4	4

WILKES-BARRE AND HARVEY'S LAKE RAILROAD COMPANY.

Date of organization: September 24, 1885.

By what authority incorporated: Under general railroad act of April 4, 1868, and supplements thereto.

Operated by the Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Stevenson,	Sayre, Pa.,	Second Monday in January, 1892.
Robt. H. Sayre,	South Bethlehem, Pa.,	do. do.
John B. Garrett,	Philadelphia,	do. do.
E. P. Wilbur,	South Bethlehem, Pa.,	do. do.
George W. Shonk,	Wilkes-Barre, Pa.,	do. do.
Charles Hartshorne,	Philadelphia,	do. do.
Rollin H. Wilbur,	South Bethlehem, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: June 9, 1891.
Postoffice address of general office: Philadelphia.
Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Albert Lewis,	——
Secretary, Treasurer,	David G. Baird,	——

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wilkes-Barre and Harvey's Lake railroad.	Luzerne,	Harvey's Lake	Lehigh Valley,	13.78	13.78
Total mileage,				13.78	13.78

Operated by Lehigh Valley Railroad Company through stock ownership.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$302,316 08	Capital stock,	$150,000 00
		Current liabilities,	152,316 08
Total,	$302,316 08	Total,	$302,316 08

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WILKES-BARRE AND SCRANTON RAILWAY COMPANY.

Date of organization: September 8, 1886.

By what authority incorporated: Under general law of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. R. Cope	Philadelphia.	January 11, 1892.
S. Shepherd	do.	do.
E. Hill	do.	do.
C. F. Howell	do.	do.
W. A. Buchanan	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York city.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. S. Harris,	Philadelphia.
Secretary and Treasurer,	S. Shepherd,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wilkes-Barre and Scranton railway.	Minooka Junction,	Scranton,	Central Railroad Company of New Jersey.	5.87	3.87

The Wilkes-Barre and Scranton railway was leased to the Lehigh Coal and Navigation Company May 1, 1888; the lease was transferred to the Central Railroad Company of New Jersey May 1, 1888, and the road is operated by that company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$855,340 54	Capital stock	$500,000 00
Cash and current assets	144,659 46	Funded debt	500,000 00
Total	$1,000,000 00	Total	$1,000,000 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.	Minooka Junction. .	Scranton.	3.87	$129,198 96

EMPLOYES AND SALARIES.

General officers, 2; compensation, nothing.

WILKES-BARRE AND WESTERN RAILWAY COMPANY.

Date of organization: Chartered June 22, 1886.

By what authority incorporated: Under general railroad law, State of Pennsylvania.

If a consolidated company, name the constituent companies: Milton and North Mountain Railroad Company, chartered in November, 1885, and the Millville and North Mountain Railroad Company were merged into the Wilkes-Barre and Western Railway Company, December 25, 1886.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jos. M. Gazzam.	Philadelphia, ...	Until election of successor.
R. T. McCabe, ...	New York, ...	do. do.
Chas. D. Barney, ...	Philadelphia, ...	do. do.
W. C. Dearmond, ...	Philadelphia, ...	do. do.
Morris Liveright, ...	Philadelphia, ...	do. do.
John B. Stetson, ...	Philadelphia, ...	do. do.
Max Bamberger, ...	Philadelphia, ...	do. do.
Chas. Raht.	New York, ...	do. do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Girard Building, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President, ...	Jos. M. Gazzam, ...	Philadelphia.
Secretary, ...	Robert C. Belville, ...	Philadelphia.
Treasurer, ...		
Auditor, ...		
General Manager.	S. H. Hicks, ...	Philadelphia.
Superintendent, ...	S. H. Hicks.	Watsontown, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Wilkes-Barre and Western railway. . .	Watsontown, Pa.. . .	Orangeville, Pa.. . .	30	30
Wilkes-Barre and Western—Millville branch.	Millville Junction. . .	Millville, Pa., ...	1	1
Total mileage operated, ...	. . . . .	. . . . .	31	31

CHARACTERISTICS OF ROAD.

Bridges:	
Number stone, iron, wooden and combination, ...	61
Trestles:	
Number, ...	1
Tunnels:	
Number, ...	1
Length (feet), ...	150
Gauge of track, ...	4 ft. 9 in.

WILKES-BARRE AND WILLIAMSPORT RAILROAD COMPANY.

Date of organization: November 26, 1889.

By what authority incorporated: Incorporated under general railroad laws existing at date of corporation.

If a consolidated company, name the constituent companies: Not a consolidated company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. P. Ryman, ...	Wilkes-Barre, Pa., ...	November 26, 1891.
G. R. Bedford, ...	Wilkes-Barre, Pa., ...	do.
Ira E. Hartwell, ...	Wilkes-Barre, Pa., ...	do.
F. C. Sturgess, ...	Wilkes-Barre, Pa., ...	do.
H. A. Fuller, ...	Wilkes-Barre, Pa., ...	do.
Geo. F. Nesbitt, ...	Wilkes-Barre, Pa., ...	do.
F. W. Wheaton, ...	Wilkes-Barre, Pa., ...	do.
E. Troxell, ...	Wilkes-Barre, Pa., ...	do.
Gustav E. Kissel, ...	Morristown, N. J., ...	do.
Jos. W. Ogden, ...	Morristown, N. J., ...	do.
A. S. Orr, ...	Wilkes-Barre, Pa., ...	do.

Date of last meeting of stockholders for election of directors: None since organization.

Postoffice address of general office: Wilkes-Barre, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	W. P. Ryman,	Wilkes-Barre, Pa.
Vice President,	Gustav E. Kissel,	Morristown, N. J.
Secretary,	J. W. Ogden,	Morristown, N. J.
Treasurer,	J. W. Ogden,	Morristown, N. J.
Chief Engineer,	Ira E. Hartwell,	Wilkes-Barre, Pa.
General Manager,	A. S. Orr,	Wilkes-Barre, Pa.

The report for this road should be the same as for the year ending June 30, 1890. The only work done on the road to date hereof being the survey and staking of the route and securing part of the right of way, also estimating cost of building. All of which has been paid for in cash. The company owes no debts. The principal part of this survey and all the staking and locating of line on the ground has been done since the charter was granted.

WILLIAMSPORT AND CLEARFIELD RAILROAD COMPANY.

Date of organization: July 5, 1882.

By what authority incorporated: An act to authorize the formation and regulation of railroad corporations, approved April 4, 1868.

If a consolidated company, name the constituent companies: Consolidated July 28, 1882, with the Cato and Beech Creek Railway Company, under act supplementary to act of February 19, 1849, approved March 24, 1865.

Cato and Beech Creek Railway Company, organized March 16, 1880, pursuant to act of April 4, 1868.

Road not built or operated.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius V. Sidell,	New York, N. Y.,	Elected January 14, 1884, for one year. No meeting of stockholders held since that date.
Henry Croskey,	Philadelphia,	
Richard W. Clay,	Philadelphia,	
Morris K. King,	Norfolk, Va. Resigned Feb. 1, 1886.	
Charles S. Riley,	Philadelphia,	
H. M. Alberton,	Philadelphia,	
A. H. Williams,	Philadelphia,	
W. B. Hornblower,	New York, N. Y.,	
Charles D. Ingersoll,	New York, N. Y.,	

Date of last meeting of stockholders for election of directors: January 14, 1884.

Postoffice address of general office: 522 Walnut street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Cornelius V. Sidell,	146 Broadway, New York, N. Y.
Vice President,	Charles S. Riley,	1312 Franklin street, Philadelphia.
Secretary and Treasurer,	Charles D. Ingersoll,	170 Broadway, New York, N. Y.

GENERAL BALANCE SHEET.

DR.	CR.	
Road not built.	Capital stock,	$4,500 00
No equipment purchased.	Funded debt,	230,000 00

SECURITY FOR FUNDED DEBT.

First mortgage bonds (intended to be), from Cato, Pa., to Clearfield, Pa., 70 miles; amount of mortgage per mile of line not to exceed $30,000.00.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WILLIAMSPORT JUNCTION RAILWAY COMPANY.

Date of organization: Articles of association dated March 12, 1890.

By what authority incorporated: Incorporated March 13, 1890, under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto, and for that purpose.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. LaRue Munson,	Williamsport, Pa.,	One year.
Addison Candor,	Williamsport, Pa.,	do.
E. P. Almy,	Williamsport, Pa.,	do.
Benjamin G. Welch,	Hughesville, Pa.,	do.
Samuel Wilson,	Williamsport, Pa.,	do.
James S. Lawson,	Williamsport, Pa.,	do.

Date of last meeting of stockholders for election of directors: March 12, 1890.

Postoffice address of general office: Williamsport, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	George L. Sanderson,	Williamsport, Pa.
Treasurer,	James S. Lawson,	do.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WILLIAMSPORT AND NORTH BRANCH RAILROAD COMPANY.

Date of organization: May 21, 1864.

By what authority incorporated: Chartered as Muncy Creek railroad May 21, 1864. Road opened from Hall's station on the Philadelphia and Reading railroad to Hughesville, 6.5 miles, September, 1871. Placed in the hands of a receiver January 27, 1881. On the 9th of August, 1882, the road was sold by the Trustees of the mortgage and purchased by the bondholders, who reorganized the company under its present title, September 1, 1882. The new company in 1884 extended the line from Hughesville to Glen Maur, 8 miles. In 1885 from Glen Maur to Sonestown, 8 miles. In October, 1886, from Sonestown to Nordmont, 6 miles, and during March, 1887, an additional 3 miles were graded. On its completion to Bernice, Sullivan county, this road will connect with the State Line and Sullivan railroad.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George L. Sanderson,	Williamsport, Pa.,	May, 1892.
M. L. Sanderson,	Williamsport, Pa.,	do.
Addison Candor,	Williamsport, Pa.,	do.
C. LaRue Munson,	Williamsport, Pa.,	do.
Thomas W. Barlow,	Philadelphia,	do.
Charles C. Lester,	Philadelphia,	do.
James S. Lawson,	Williamsport, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 20, 1891.

Postoffice address of general office: Hughesville, Lycoming county, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	George L. Sanderson.	Williamsport, Pa.
Secretary,	Addison Candor.	Williamsport, Pa.
Treasurer,	James S. Lawson,	Williamsport, Pa.
Auditor,	S. D. Townsend.	Hughesville, Pa.
General Manager,	Benjamin G. Welch.	Hughesville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Williamsport and North Branch Railroad Company.	Halls, Pa.,	Nordmont, Pa.,	27	27

STOCKS OWNED.

Williamsport and North Branch Telephone Company (total par value),	$2,525 00

Leased by Williamsport and North Branch Railroad Company at a rental of an eight per cent. dividend upon outstanding stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,101,216 13	Capital stock,	$749,200 00
Cost of equipment,	22,078 20	Funded debt,	389,500 00
Stocks of other companies owned,	2,525 00	Current liabilities,	9,172 19
Lands owned,	24,818 95	Accrued interest on funded debt not yet payable,	3,790 00
Cash and current assets,	17,477 68	Profit and loss,	30,447 66
Profit and loss,	13,993 89		
Total,	$1,182,109 85	Total,	$1,182,109 85

CONTRACTS, AGREEMENTS, ETC.

United States Express Company—Agreement, forty per cent. of net earnings, ten per cent. gross earnings and $30.00 per month to baggage master.

Under the provisions of the United States postal laws we receive $61.92 per mile per annum compensation.

An agreement with the Lehigh Valley Railroad Company.

Contract with the Williamsport and North Branch Telephone Company. Lines leased at eight per cent. dividend upon outstanding stock.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Halls,	Nordmont,	27	$15,000 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$2,700 00	
General office clerks,	3	1,013 00	$1 45
Station agents,	7	3,454 12	1 26
Other station men,	2		1 00
Enginemen,	3		2 13
Firemen,	3	942 10	1 50
Conductors,	2	3,023 17	1 73
Other trainmen,	3	2,641 26	1 35
Carpenters,	1		2 25
Section foremen (including road master),	7		1 43
Other trackmen,	29	10,277 44	1 25
All other employes and laborers,	1		1 25
Total,	63	$24,051 09	
Distribution of above:			
General administration,	5	$3,713 00	
Maintenance of way and structures,	38	10,277 44	
Maintenance of equipment,	2	942 10	
Conducting transportation,	18	9,118 55	
Total,	63	$24,051 09	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	63		
Total yearly compensation of employes in Pennsylvania,		$24,051 09	

The amounts are given as we have them entered in ledger accounts as per official classification of operating expenses.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	6	6
Number wooden.	15	15
Telephone:		
Miles of line operated by this company.	63.50	63.50
Miles of wire operated by this company.	94.50	94.50
Gauge of track,	4 ft. 8½ in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Annual contribution to sinking fund of one per cent. of amount of bonds outstanding.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WILMINGTON AND NORTHERN RAILROAD COMPANY.

Date of organization: January 18, 1877.

By what authority incorporated: Under law of General Assembly of State of Delaware of February 22, 1877, and law of State of Pennsylvania of April 8, 1861.

If a consolidated company, name the constituent companies: The Wilmington and Northern Railroad Company of Pennsylvania was merged with the Wilmington and Northern Railroad Company of Delaware.

Consolidated March 28, 1877, under Delaware act of February 22, 1877, and Pennsylvania acts of May 16, 1861, March 24, 1865, and April 10, 1869.

Name of original corporation: The Wilmington and Reading Railroad Company. Sold pursuant to decree of court.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Col. H. A. DuPont,	Wilmington, Del.,	First Monday in May,	1891.
George Brooke,	Birdsboro', Pa.,	do.	do.
Dr. Chas. Huston.	Coatesville, Pa.,	do.	do.
A. L. Foster,	Montchanin, Del.,	do.	do.
John S. Gerhard,	251 S. Fourth street, Phila.,	do.	do.
Col. L. Heber Smith,	Joanna Furnace, Pa.,	do.	do.
W. S. Conner,	Woodbury, N. J.,	do.	do.

Date of last meeting of stockholders for election of directors: May 4, 1890.
Postoffice address of general office: Wilmington, Del.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Col. H. A. DuPont,	Wilmington, Del.
Secretary,	E. B. Shurter,	Wilmington, Del.
Treasurer,	A. G. McCausland,	Wilmington, Del.
Chief Engineer,	F. L. Hills,	Wilmington, Del.
General Solicitor, Attorney or Counsel,	E. G. Bradford, for Delaware,	Wilmington, Del.
	Wm. M. Hayes, for Pennsylvania,	West Chester, Pa.
Auditor,	T. B. Townsend,	Wilmington, Del.
General Manager,	Col. H. A. Dupont,	Wilmington, Del.
General Passenger Agent, / General Ticket Agent, / General Freight Agent,	Bowness Briggs,	Wilmington, Del.
Superintendent,	A. G. McCausland,	Wilmington, Del.
General Baggage Agent,	Bowness Briggs,	Wilmington, Del.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Lines owned:				
Main Line,	Wilmington, Del.,	High's Junction, Pa.,	71.50	58.50
Wharf Branch,	Junction with main line near Cedar street, Wilmington, Del.,	W. & N. R. R. wharf, Christiana river, with spur to Delaware mills, Del.	.60	
Delaware River Extension Branch.	Junction with main line at Beech street, Wilmington, Del.,	W. & N. R. R. wharf, Delaware river, Del.	3.70	
South Walnut Street Branch,	Junction with Delaware River Extension Branch at South Wilmington, Del.,	Market street bridge, South Wilmington, Del.	1.07	
Christiana Avenue Branch.	Junction with Delaware River Extension Branch, South Wilmington, Del.,	Third street bridge, South Wilmington, Del.	1.87	
Kentmere Branch,	Junction with main line near Silverbrook, Del.,	Kentmere, Del., including spur, to Hagley, Del.	2.77	
Rockland Branch,	Montchannin, Del.,	Rockland, Del.,	1	
French Creek Branch,	Springfield, Pa.,	St. Peter's, Pa.,	5.90	5.90
Lines operated under contract:				
Schuylkill and Lehigh railroad,	High's Junction, Pa.,	Second and Cherry Sts., Reading, Pa.	2.42	2.42
West Reading railroad, for passenger trains only.	Second and Pine streets, Reading, Pa.,	Junction with Lebanon Valley railroad.	1.47	1.47
Lebanon Valley railroad, for passenger trains only	Junction with West Reading railroad,	Philadelphia and Reading railroad station, Reading, Pa.		
Total mileage operated,			92.30	68.29

STOCKS OWNED.

New Jersey and Wilmington Ferry Company,	$8,000 00
Wilmington Agricultural and Industrial Association,	600 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,992,457 87	Capital stock,	$1,278,050 00
Cost of equipment,	333,224 88	Funded debt,	500,000 00
Stocks of other companies owned,	8,600 00	Current liabilities,	193,296 36
Cash and current assets,	181,916 26	Accrued interest on funded debt not yet payable,	2,083 34
		Profit and loss,	542,769 31
Total,	$2,516,199 01	Total,	$2,516,199 01

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company for Wilmington and Northern express business.

Arrangements with United States Government for transporting mails.

Contract with Philadelphia and Reading Railroad Company, Baltimore and Ohio Railroad Company and Pennsylvania Railroad Company for interchange of business already filed by said companies.

Contract with Western Union Telegraph Company for Wilmington and Northern telegraph business.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
W. & N. R. R. Co. 5 per cent. registered bonds:				
Main line,	Wilmington, Del.,	High's Junction, Pa.	71.50	
Wharf Branch,	Junction with main line near Cedar St., Wilmington,	W. & N. R. R. wharf, Christiana River, with spur to Delaware mills.	.60	
Delaware River Extension Branch,	Junction with main line at Beech street, Wilmington,	W. & N. R. R. wharf, Delaware River, pier.	3.70	
South Walnut Street Branch,	Junction with Delaware River Extension Branch, South Wilmington.	Market street bridge, South Wilmington.	1.07	
Christiana Avenue Branch,	Junction with Delaware River Extension Branch at South Wilmington.	Third street bridge, South Wilmington.	1.87	
Kentmere Branch,	Junction with main line near Silverbrook, Del,	Kentmere, Del., including a spur from a point near Newbridge, Del., to Hagley, Del.	2.77	
Rockland Branch,	Dupont's, Del.,	Rockland, Del.,	1	
French Creek Branch,	Springfield, Pa.,	St. Peter's, Pa.,	5.90	
			88.41	$5,655 47

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	6	$12,583 33	
General office clerks,	13	7,837 22	$1 93
Station agents,	35	17,802 12	1 63
Other station men,	15	5,766 02	1 23
Enginemen,	21	22,426 06	3 44
Firemen,	21	12,641 73	1 93
Conductors,	21	18,795 84	2 87
Other trainmen,	60	31,599 45	1 69
Machinists,	12	9,885 96	1 72
Carpenters,	18	11,935 44	2 12
Other shopmen,	53	27,017 16	1 63
Section foremen,	20	11,754 00	1 88
Other trackmen,	68	23,990 28	1 13
Switchmen, flagmen and watchmen,	25	10,788 00	1 38
Telegraph operators and dispatchers,	15	10,659 16	2 28
All other employes and laborers,	75	37,589 98	1 60
Total,	478	$273,071 75	$1 77
Distribution of above:			
General administration,	19	$20,420 55	$3 44
Maintenance of way and structures,	163	73,334 26	1 44
Maintenance of equipment,	83	48,838 56	1 89
Conducting transportation,	213	130,478 38	1 96
Total,	478	$273,071 75	$1 83

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	19	9
Number wooden,	14	11
Trestles:		
Number,	33	26
Aggregate length (feet),	3,693	2,322
Telegraph:		
Miles of line owned by this company,	79.8	66.2
Miles of wire owned by this company,	142.8	115.6
Miles of line operated by this company,	79.8	66.2
Miles of wire operated by this company,	142.8	115.6

Gauge of track, ... 4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? After twenty years from December 1, 1887, company has the right from time to time to redeem as many bonds as it shall have money to pay, on such terms as it may deem advisable, and for the further purpose of forming a sinking fund, company may purchase bonds at public or private sale, which bonds shall be canceled.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Philadelphia and Reading Railroad Company's passenger station, Reading, Pa.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association, Middle States; National Association of General Passenger and Ticket Agents; Freight Claim Agents' Association, Eastern, Southern and Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red Line, White Line, Blue Line, Merchants' Despatch, Nickel Plate Line, West Shore Line, Hoosac Tunnel, Erie Despatch, Traders' Despatch, Lehigh Valley Despatch, Lehigh Valley and Wabash Despatch, South West Despatch, Lackawanna Line, Great Eastern Line, Interstate Despatch, Commercial Express Line, Continental Line, Baltimore and Ohio Kankakee Despatch.

WIND GAP AND DELAWARE RAILROAD COMPANY.

Date of organization: November 24, 1880.

By what authority incorporated: Under act of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Co. of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward Lewis,	Philadelphia.	January 11, 1892.
S. Shepherd,	do.	do.
E. Hill	do.	do.
C. F. Howell,	do.	do.
E. W. Clark, Jr.,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 226 South Third street, Philadelphia, Pa.

Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	J. S. Harris,	Philadelphia.
Secretary and Treasurer,	S. Shepperd.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wind Gap and Delaware railroad.	Bangor,	Saylorsburg,	Central Railroad Company of New Jersey.	10.84	10.84

The Wind Gap and Delaware railroad is operated by the Central Railroad Company of New Jersey in connection with the Lehigh and Lackawanna railroad under an operating agreement dated January 2, 1888, for the term of five years.

The Central Railroad Company of New Jersey maintain and operate the road and pay over monthly any surplus of receipts over expenses.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$163,038 70	Capital stock	$50,000 00
		Current liabilities	113,038 70
Total	$163,038 70	Total	$163,038 70

YORK AND BLACK MOUNT RAILROAD COMPANY.

Date of organization: September 23, 1890.

By what authority incorporated: "An act to authorize the formation and regulation of railroad corporations," approved the 4th day of April, 1868, and the several supplements thereto. Particularly supplement of May 13, 1876.

Up to time of this report no effort has been made to build the contemplated road, save a preliminary survey of same, and hence no report can be made beyond this fact under the items hereinafter called for. Length of road, two miles; capital stock, $4,000, being $2,000 per mile; amount paid in, $525.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. F. Bay Stewart	York, Pa.	September 15, 1891.
Frank Geise	do.	do.
W. H. Lanius	do.	do.
Daniel K. Trimmer	do.	do.
K. L. Eisenhart	do.	do.

Date of last meeting of stockholders for election of directors: None held since incorporated.

Postoffice address of general office: York, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	W. F. Bay Stewart	York, Pa.
Secretary	Frank Geise	do.
Treasurer	Jesse V. Giesey	do.

YORK AND PEACH BOTTOM RAILWAY COMPANY.

Date of organization: March 1, 1882.

By what authority incorporated: Act of assembly dated April 8, 1861.

Operated by the Maryland Central Railway Company, from September 1, 1889.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
M. Houseman,	Pittsburgh,	May 4, 1891.
A. C. Dravo,	Pittsburgh,	do.
S. H. Crawford,	Pittsburgh,	do.
W. F. Walworth,	Cleveland, Ohio,	do.
Wm. Gilmore,	Baltimore, Md.,	do.
Samuel Rea.	Baltimore, Md..	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.
Postoffice address of general office: York, Pa.
Postoffice address of operating company: No. 3 East Lexington St., Baltimore, Md.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Chas. R. McConkey	Peach Bottom, York county, Pa.
Vice President,	Samuel Rea.	Baltimore, Md.
Secretary, Treasurer.	Frank G. Metzger,	York, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The railroad and property of the York and Peach Bottom Railway Company, is leased to the Maryland Central Railway Company for a term of ninety-nine (99) years from and after September 1, 1889, on terms as follows:

1. To pay the cost of maintaining, repairing and operating the said railroad and property.
2. The payment of taxes lawfully assessed on said railroad and property.
3. The payment of the semi-annual interest on the bonded indebtedness of the said company.
4. The payment of an amount not exceeding $500 per annum towards maintaining the organization of the lessor company.
5. Any balance remaining to be paid over to the lessor by the said lessee.

IMPORTANT CHANGES DURING THE YEAR.

The York and Peach Bottom Railway Company and the Maryland Central Railway Company were consolidated under the name of the Baltimore and Lehigh Railroad Company by an agreement of consolidation and merger dated April 20, 1891, and filed in the office of the Secretary of State of Maryland and the Commonwealth of Pennsylvania, May 6, 1891.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
Series A first preference, Series B second preference,	York,	Peach Bottom,	40	$6,248 75	All.

Covered by same mortgage.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	36	36
Trestles:		
Number,	14	14
Aggregate length,	3,068	3,068
Telegraph:		
Miles of line owned by this company,	40	40
Miles of wire owned by this company,	40	40
Miles of line operated by Maryland Central Railway Company,	35	35
Miles of wire operated by Maryland Central Railway Company,	35	35

Gauge of track, ... 3 feet.

YOUGHIOGHENY CONNECTING RAILROAD COMPANY.

By what authority incorporated: General railroad act as amended.
If a consolidated company name the constituent companies: Not consolidated.
Not yet in operation.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
R. G. Wood,	Allegheny City, mail to McKeesport.	Chas. H. Reed,	Pittsburgh.
J. S. Kuhn,	McKeesport, Pa.	A. W. Wood,	do.
		S. J. McFarren,	do.

Date of last meeting of stockholders for election of directors: July 27, 1890.
Postoffice address of general office: McKeesport.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Richard G. Wood,	McKeesport, Pa.
Vice President,	C. H. Reed,	Pittsburgh.
Secretary,	S. J. McFarren,	Pittsburgh.
Treasurer,	Jas. S. Kuhn,	McKeesport, Pa.
Chief Engineer,	P. F. Smith,	Allegheny, Pa.
General Solicitor, Attorney or Counsel,	Knox & Reed,	Pittsburgh.

YOUGHIOGHENY AND ELIZABETH RAILROAD COMPANY.

Date of organization: April 12, 1883.
By what authority incorporated: Letters patent dated February 9, 1883.
Operated by the Pittsburgh and Lake Erie Railroad Company. No lease.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
W. L. Scott,	Erie, Pa.,	Fourth Tuesday in May, 1892.
J. S. Richards,	do.	do.
C. H. Strong,	do.	do.
James Mathews,	do.	do.
F. B. Whipple,	do.	do.
Wm. Brewster,	do.	do.
M. H. Taylor,	do.	do.

Date of last meeting of stockholders for election of directors: May 26, 1891.
Postoffice address of general office: Erie, Pa.
Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	W. L. Scott,	Erie, Pa.
Vice President,	J. S. Richards,	do.
Secretary,	M. H. Taylor,	do.
Treasurer,		

GENERAL BALANCE SHEET.

DR.		CR.	
Unpaid stock subscription,	$45,000 00	Capital stock,	$50,000 00
Work and expenses,	4,066 00		
Cash,	934 00		
Total,	$50,000 00	Total,	$50,000 00

IMPORTANT CHANGES DURING THE YEAR.

This company was authorized by letters patent dated February 9, 1883.

The first meeting of directors was held in Pittsburgh on April 12, 1883.

This company projects and has surveyed and located a standard gauge railroad from a point on the Youghiogheny river nearly opposite Saterville, Pa., to a point on the Monongahela river at Elizabeth, Pa.

During 1883 about one mile of the proposed line up Douglass run from the Youghiogheny river was graded by the company, the rails thereon being laid by the Pittsburgh, McKeesport and Youghiogheny railroad. The Pittsburgh and Lake Erie Railroad Company, lessee, under an arrangement to reach the Pacific Mine of the Lake Erie Gas Coal and Coke Company.

The Pittsburgh and Lake Erie Railroad Company, lessee, is responsible for maintenance and receives earnings, if any.

YOUGHIOGHENY NORTHERN RAILWAY COMPANY.

Date of organization: August 16, 1881.

By what authority incorporated: Incorporated under a supplement passed June 8, 1874, to "An act to authorize the formation of railroad corporations," approved April 4, 1868.

Operated by Pittsburgh, McKeesport and Youghiogheny Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. C. Frick,	Pittsburgh,	January 11, 1892.
John Walker,	do.	do.
Henry Phipps, Jr.,	do.	do.
George Lander,	do.	do.
H. M. Curry.	do.	do.
Wm. L. Abbott,	do.	do.
John G. A. Leishman.	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: No. 42 Fifth avenue, Pittsburgh, Pa.
Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	H. C. Frick,	Pittsburgh.
Secretary, Treasurer,	G. B. Bosworth,	do.
General Solicitor, Attorney or Counsel,	W. F. McCook,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Youghiogheny Northern Railway Company.	Broad Ford,	Summit,	$2\frac{223}{5280}$	$2\frac{223}{5280}$

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Youghiogheny Northern Railway Company.	Broad Ford,	Summit,	Pittsburgh, McKeesport and Youghiogheny Railroad Company.	$2\frac{223}{5280}$	$2\frac{223}{5280}$

The Youghiogheny Northern Railway Company leased to the Pittsburgh, McKeesport and Youghiogheny Railroad Company, their entire line, April 1, 1883, for and during the term of fifty years, for a sum of money equal to one dollar per car, for each freight car loaded with coal or coke transported over any portion of the railway, by the Pittsburgh, McKeesport and Youghiogheny railroad during the term of this lease.

The Pittsburgh, McKeesport and Youghiogheny Railroad Company are to make all returns to the state.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$400,000 00	Capital stock,	$400,000 00
Cash and current assets,	8,284 00	Profit and loss,	8,284 00
Total,	$408,284 00	Total,	$408,284 00

CHARACTERISTICS OF ROAD.

Number wooden bridges,	3

YOUGHIOGHENY SOUTHERN RAILWAY COMPANY.

Date of organization: July 30, 1889.

By what authority incorporated: Incorporated under a supplement passed June 8, 1874, to an act to authorize the formation of railroad corporations, approved April 4, 1868.

If a consolidated company, name the constituent companies: Not consolidated with any other company.

Not operating: under course of construction.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
H. C. Frick,	Pittsburgh,	January 11, 1892.
Philip Keller, Jr.,	do.	do.
John Pontefract,	do.	do.
G. B. Bosworth,	do.	do.
M. M. Bosworth,	do.	do.
W. C. McCausland,	do.	do.
W. F. McCook,	do.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: 42 Fifth avenue, Pittsburgh.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	H. C. Frick,	Pittsburgh.
Secretary,	G. B. Bosworth,	Pittsburgh.
Treasurer,	M. M. Bosworth,	Pittsburgh.
Chief Engineer,	J. H. Paddock,	Scottdale, Pa.
General Solicitor, Attorney or Counsel,	W. F. McCook,	Pittsburgh.
General Superintendent,	Thos. Lynch,	Greensburg, Pa.

STREET RAILWAY REPORTS.

ALLENTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	G. H. Campbell,	Boston, Mass.
Secretary,	A. A. Glasier,	do.
Treasurer,		
General Superintendent,	J. A. Bonnell.	

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. E. Wright,	Allentown, Pa.	G. W. Mansfield,	Boston, Mass.
Russell A. Thayer,	Allentown, Pa.	One vacancy.	
G. H. Campbell,	Boston, Mass.		

By whom is the road operated? Allentown Passenger Railway Company.

General offices of the company at Allentown, Pa.

For information relating to this report, address G. H. Campbell, president.

What kind of power is used for propelling the cars on your road? Horse.

Route of road, streets occupied and connections: From stable on Madison street to Chew street, on Chew street to Twelfth street, on Twelfth street to Hamilton street, on Hamilton street to Second street, on Second street to Turner street, on Turner street to Ridge road, on Ridge road to Tilghman street, on Tilghman street to Front street, on Front street to Gordon street, on Gordon to Ridge road and return through Turner, Second, Hamilton, Twelfth, Chew and Madison street to stable

Also line on Seventh street from Hamilton to Allen street, on Allen to Ninth street, on Ninth street to Gordon street, on Gordon street to Tenth street, on Tenth street to Hamilton street and return.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for,	25

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$21,692 82
For interest,	3,000 00
For miscellaneous,	663 95
For municipal taxes,	95 72
For state taxes,	484 20
Total,	$25,936 69

GENERAL BALANCE SHEET.

DR.		CR.	
Live stock,	$7,512 70	Capital stock,	$45,260 00
Harness account,	676 60	Mortgage debt,	75,000 00
Cars,	8,806 00	Cash (special account),	553 30
Real estate,	10,000 00	Bills payable,	4,450 00
Equipment,	100 57	Accounts payable,	6,746 99
Tool account,	257 20		
Construction,	90,688 99		
Office furniture,	166 00		
Accounts receivable,	2,119 87		
Profit and loss,	11,682 36		
Total,	$132,010 29	Total,	$132,010 29

IMPORTANT CHANGES DURING THE YEAR.

May 29, 1891, all property, works and franchises of this company leased to the Allentown and Bethlehem Rapid Transit Company, for a term of nine hundred and ninety-nine years.

ALLEGHENY AND MILLVALE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	L. H. Mathews,	Pittsburgh.
Secretary,	Arthur Kenuedy,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
L. H. Mathews,	Pittsburgh.	Wm. T. Lindsey,	Allegheny.
C. W. Boyd,	do.	Jas. McAfee,	do.
Adam Brown,	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Not in operation.

For information relating to this report, address L. H. Mathews, St. Nicholas Building, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered May 16, 1889, under street railway act of May 14, 1889.

Road not built; ordinances pending in councils of Allegheny City for right of way, never having been passed.

ALLEGHENY AND BELLEVUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. M. Ramsey,	Allegheny City, Pa.
Secretary,	W. D. Henry,	do.
Treasurer,	R. F. Ramsey,	do.
General Superintendent,	Wm. J. Crozier.	

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. T. Lindsey,	Allegheny City, Pa.	John L. Gullett,	Allegheny City, Pa.
Harry Graham,	do.	Wm. P. Potter,	do.

Date of annual meeting for election of directors: Second Tuesday of January.

By whom is the road operated? The Federal Street and Pleasant Valley Passenger Railway Company.

General office of the company at 42 Sixth avenue, Pittsburgh.

For information relating to this report, address R. F. Ramsey, treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered April 28, 1890. Organized, and on October 15, 1890, the road was leased to the Federal Street and Pleasant Valley Passenger railway.

Construction is now proceeding, but much delayed by want of fixed grades.

Route of road, streets occupied and connections: Begins at city line of Allegheny City, at western side of Jack's run, extends thence by public road to Bellevue borough and return, being a distance of about two miles. Connects at Jack's run bridge with Allegheny Street railway.

SUMMARY OF PAYMENTS.

For construction,	$22,000 00
For interest,	600 00
Total,	$22,600 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$22,000 00	Capital stock,	$50,000 00
Notes receivable,	40,000 00	Bonds,	12,000 00
Total,	$62,000 00	Total,	$62,000 00

IMPORTANT CHANGES DURING THE YEAR.

October 15, 1890, leased the road to the Federal Street and Pleasant Valley Passenger railway.

The Federal street and Pleasant Valley Passenger railway to guarantee the principal and interest of the company's issue of bonds, and further to guarantee a five per cent. dividend to the company yearly.

ALLEGHENY STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. M. Ramsey,	Allegheny City, Pa.
Secretary,	W. D. Henry,	do.
Treasurer,	R. F. Ramsey,	do
General Superintendent,	Wm. J. Crozier,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. P. Potter,	Allegheny City, Pa.	John L. Gullett,	Allegheny City, Pa.
Harry Graham,	do.	W. T. Lindsey,	do.

Date of annual meeting for election of directors: Second Tuesday of January.

By whom is the road operated: Federal Street and Pleasant Valley Passenger railway.

General offices of the company at No. 42 Sixth avenue, Pittsburgh.

For information relating to this report, address R. F. Ramsey, treasurer.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered May 14, 1891, and on October 15, 1891, leased to the Federal Street and and Pleasant Valley Passenger Railway Company. Road is in course of construction, a single track now reaches from Wood's Run to Jack's Run. Cars have been run for 3,000 or 4,000 feet from Island avenue, the eastern end of the line, but no account has been kept separating them from the business of the Federal Street and Pleasant Valley Passenger railway, nor will the road be formally opened before the spring of 1892.

Route of road, streets occupied and connections: Beginning at Island avenue on California avenue, along California avenue to Jack's Run, there connecting with the Allegheny and Bellevue Passenger railway. and thence back by double track to starting point, and there connecting with the Cross-town branch of the Observatory Hill Passenger railway (which is consolidated with the Federal Street and Pleasant Valley Passenger railway).

SUMMARY OF PAYMENTS.

For construction,	$78,000 00
For interest,	3,400 00
Total,	$81,400 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$78,000 00	Capital stock,	$50,000 00
Notes receivable,	40.000 00	Bonds,	68,000 00
Total,	$118,000 00	Total,	$118,000 00

IMPORTANT CHANGES DURING THE YEAR.

October 15, 1891, the road was leased to the Federal Street and Pleasant Valley Passenger railway upon condition of the same guaranteeing the payment of the bonds of this company, and also guaranteeing a five per cent. dividend upon its capital stock.

ALTOONA AND HOLLIDAYSBURG ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. C. Millikin,	Pottsville, Pa.
Vice President,	B. L. Wood, Jr.,	Pittsburgh.
Secretary,	Wm. Latshaw,	Pittsburgh.
Treasurer,	Wm. B. Rhodes,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. C. Millikin,	Pottsville, Pa.	Wm. B. Rhodes,	Pittsburgh.
B. L. Wood, Jr.,	Pittsburgh.	Osmer S. Hicker,	Pittsburgh.
Wm. H. Latshaw,	Pittsburgh.		

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated: Not operated.

General offices of the company at 118 Diamond street, at office of C. H. McKee, Pittsburgh.

For information relating to this report, address A. C. Millikin, Pottsville, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter: October 12, 1889.

Road not yet constructed, because local authorities have not as yet given consent for the construction of the road. Nothing yet done in the way of construction.

Route of road, streets occupied and connections: Intended to be as described in charter, to wit: along Altoona and Hollidaysburg Turnpike.

ATHENS, SAYRE AND WAVERLY ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Lewis Eighmey,	Sayre, Bradford county, Pa.
Secretary,	J. C. Horton,	Sayre, Bradford county, Pa.
Treasurer,	F. K. Harris,	Athens, Bradford county, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. C. Horton,	Sayre, Bradford Co., Pa.	F. L. Kinner,	Athens, Bradford Co., Pa.
C. E. Loetzer,	Sayre, Bradford Co., Pa.	M. P. Murray,	Athens, Bradford Co., Pa.
Geo. W. Bymon,	Sayre, Bradford Co., Pa.	Edward Mills,	Watkins, N. Y.
F. K. Harris,	Athens, BradfordCo., Pa.	Harry Swartz,	Chicago, Ill.
W. V. Nevins,	Athens, BradfordCo., Pa.		

Date of annual meeting for the election of directors: February 14th of each year.

By whom is the road operated? Not in operation by reason of the failure to obtain the right of way from the municipal authorities of Sayre borough.

General offices of the company at Sayre, Bradford county, Pa.

For information relating to this report, address J. C. Horton, secretary company, Sayre, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On the 14th day of February, A. D. 1891, articles of association were entered into by the persons therein named, under and by virtue of the act of assembly, approved May 14, 1889, for the purpose of constructing, maintaining and operating a street railway. That said articles of association were duly filed in the Department of State at Harrisburg, Pa., on the 16th day of February, A. D. 1891, and on the 16th day of February, A. D. 1891, His Excellency Governor Robert Pattison did issue to said company letters patent incorporating and creating the persons who had become stockholders, and all persons who shall become stockholders, in said company a corporation by the name specified therein, viz: "The Athens, Sayre and Waverly Electric Street Railway Company." That application was immediately made by the said company to the municipal authorities of the boroughs of Athens, Sayre and South Waverly, for the right of way or franchise to construct and operate said railway, in accordance with the articles of association and letters patent thereof. That Athens borough granted the right of way and the borough of Sayre refused to said company the right of way, and the borough of South Waverly has not yet taken action on the question, and that by reason of said obstruction nothing further has been done (looking to construction) by said company.

BEAVER STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Robert S. Kennedy,	New Brighton, Pa.
Secretary,	Louis E. Grim,	Beaver, Pa.
Treasurer,	W. S. Moore,	Beaver, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James H. Cunningham,	Beaver, Pa.	H. S. McConnell,	New Brighton, Pa.
A. C. Hurst,	Bridgewater, Pa.	A. S. Moore,	Beaver, Pa.

Date of annual meeting for election of directors: January 12, 1891. (Last election.)

By whom is the road operated? Road is not built, and another company under a different charter is now building a road over same line as we contemplated building our road. Our road will not be built now.

General office of the company at Beaver, Pa.

For information relating to this report, address Robert S. Kennedy, New Brighton, Pa.; W. S. Moore, Beaver, Pa., or L. E. Grim, Beaver, Pa.

BEAVER FALLS COLLEGE AND METAMORA ELECTRIC STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John C. Whitla,	Beaver Falls, Pa.
Secretary,	A. R. Leyda,	do.
Treasurer,	William H. Bricker,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. R. Leyda,	Beaver Falls, Pa.	W. H. Partington,	Beaver Falls, Pa.
A. M. Jolly,	do.	L. S. Lutton,	Beaver Falls, Pa.
Alex. Morrison,	do.	D. S. Naugle,	Beaver, Pa.
B. B Todd,	do.	Henry Cooper,	Hopewell township, Pa.
T. P. Simpson,	do.	John C. Whitla,	Beaver Falls, Pa.
G. S. Boyd,	do.		

For information relating to this report, address A. R. Leyda, secretary, Beaver Falls, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted October 17, 1889.

There has been nothing done regarding the construction of this road, and it is not contemplated to construct the road, and the company wish to forfeit the charter.

BEAVER VALLEY STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. C. Patterson,	Beaver Falls, Pa.
Secretary,	J. F. Merriman,	do.
Treasurer,	J. F. Merriman,	do.
General Superintendent,	R. Reeves,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. C. Patterson,	Beaver Falls, Pa.	Geo. W. Coates,	Beaver Falls, Pa.
M. L. Knight,	do.	H. W. Reeves,	Beaver Falls, Pa.
James M. May,	do.	Henry Hice,	Beaver, Pa.
John Reeves,	do.		

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated: Beaver Valley Street Railway Company.

General office of the company at Beaver Falls, Pa.

For information relating to this report, address J. F. Merriman, secretary and treasurer.

What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company was organized September 17, 1884. Charter granted October 4, 1884, and road was constructed at once and opened for travel July 4, 1885.

Route of road, streets occupied and connections: White township, formerly Chipeway township; thence south along Eighth avenue to Seventeenth street, thence to Seventh avenue; thence along Seventh avenue to Brighton bridge; thence over Brighton bridge to New Brighton; thence south by Bridge street to Broadway; thence to Pearl street; thence by Pearl street to the New Brighton station, Pittsburgh and Fort Wayne railroad.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For construction and equipment,	$60,857 43
For maintaining the road or real estate of the corporation, and operating the road, and interest, insurance and taxes of all kinds,	22,558 36

GENERAL BALANCE SHEET.

DR.		CR.	
Building and equipping the road, . .	$60,857 43	Capital stock, ...	$60,000 00
Operating expenses paid and betterments to road and equipment, . .	22,558 36	Earnings for twelve months, . . .	25,128 08
Dividends paid January 1, 1891, . .	1,200 00	Balance due treasurer, ...	210 95
Surplus account paid on construction,	723 24		
Total, ...	$85,339 03	Total, ...	$85,339 03

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 1, 1891, 4 per cent. on the original stock of $30,000.

Paid in dividends, cash, ... $1,200 00

IMPORTANT CHANGES DURING THE YEAR.

January 12, 1891, stock increased from $30,000 to $60,000. Money all paid in and bonds of the company and all other debts paid by April 1, 1891.

BELLEVUE AND PITTSBURGH STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	George I. Whitney, ...	Pittsburgh.
Secretary, ...	John M. McBride, ...	Pittsburgh.
Treasurer, ...	F. L. Stevenson, ...	Allegheny.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George I. Whitney, ...	Pittsburgh.	Elliott Rodgers, ...	Pittsburgh.
A. C. Knox, ...	Emsworth, Pa.	Chas. H. McKee, ...	do.
John A. Glenn, ...	Philadelphia.		

By whom is the road operated: Not operated.

General offices of the company at Fourth avenue, Pittsburgh.

For information relating to this report, address George I. Whitney, Fourth avenue, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Ordinances have been introduced in councils of borough of Bellevue and city of Allegheny, and are still pending.

Route of road, streets occupied and connections: Beginning in Allegheny at Nixon street and the Allegheny and New Brighton turnpike road; thence by said road to and into the borough of Bellevue to Sherman avenue, to Madison avenue, to Vine street, to said turnpike. Connects with Fremont Street Railway Company.

BETHLEHEM AND ALLENTOWN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Geo. H. Campbell,	Boston, Mass.
Secretary, Treasurer,	A. A. Glasier,	Boston, Mass.
General Superintendent,	A. H. Hayward,	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. E. Wright,	Allentown, Pa.	Winthrop Coffin,	Boston, Mass.
Geo. W. Mansfield,	Boston, Mass.	Clarence Aldolle,	Allentown, Pa.
H. M. Bylesby,	Allentown, Pa.	Allston Burr,	Boston, Mass.
M. F. Medlar,	Allentown, Pa.	Geo. H. Campbell,	Boston, Mass.

Date of annual meeting for election of directors: March 21.

By whom is the road operated? Road not finished until about August 1, 1891.

For information relating to this report, address A. H. Hayward, superintendent, Allentown, Pa.

What kind of power is used for propelling the cars on your road? No cars run to June 30, 1891; will be electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized April 4, 1891. Construction completed about August 1, 1891.

Route of road, streets occupied and connections: From the Lehigh bridge in Allentown to Broad street bridge in Bethlehem, over the Bethlehem turnpike road.

IMPORTANT CHANGES DURING THE YEAR.

About August 1, 1891, road leased to Allentown and Bethlehem Rapid Transit Company.

BLOOMFIELD AND SHADY SIDE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. S. A. Stewart,	Pittsburgh.
Treasurer,	Wm. R. Holmes,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. S. A. Stewart, ...	Pittsburgh.	George Rice, ...	Pittsburgh.
John G. Holmes, ...	do.	George C. Wilson, ...	do.
Wm. R. Holmes, ...	do.		

By whom is the road operated: Not operated.
General offices of the company at Pittsburgh.
For information relating to this report, address H. S. A. Stewart, president.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated August 8, 1889, but no part the road has been built.

BRADDOCK ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	Adin L. Sailor, ...	Swissvale, Allegheny county, Pa.
Secretary.	Charles F. Ellis, ...	Swissvale, Allegheny county, Pa.
Treasurer, ...	James P. McKelvy, . . .	Edgewoodville P. O., Allegheny co., Pa.
General Manager, ...	Charles F. Ellis, ...	Swissvale, Allegheny county, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Adin L. Sailor, . . .	Swissvale, Allegheny co., Pa.	John S. McKelvy, .	Edgewoodville P. O., Allegheny county, Pa.
H. K. Newmyer, . . .	Swissvale, Allegheny co., Pa.	Chas. F. Ellis. . . .	Swissvale, Allegheny co., Pa.
James P. McKelvy, .	Edgewoodville P. O., Allegheny county, Pa.	Caleb C. Lee.	Oakmont, Allegheny co., Pa.

Date of annual meeting for election of directors: January 5, 1891.
By whom is the road operated: The Braddock Electric Railway Company.
General offices of the company at Braddock, Allegheny county, Pa.
For information relating to this report, address Charles F. Ellis, Braddock, Pa.
What kind of power is used for propelling the cars on your road? Electricity to be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter is June 9, 1890. The company was organized shortly before the charter was applied for. The president and members of the board of directors were the same as now with the exception that the name of Mr. John S. McKelvy has since been added to the board.

The company was granted the right of way through the borough of Braddock October 20, 1890, and through the township of Braddock February 7, 1891.

The company caused some poles to be erected, and about (200 feet) of track to be laid prior to June 30, 1891, and purchased a site for a power house and car station.

Route of road, streets occupied and connections: Beginning on Talbot avenue, in the borough of Braddock, at Second street; thence by Talbot avenue to Thirteenth street; thence by Thirteenth street to a township road called Bell avenue; thence by said township road to Dooker's Hollow; thence returning by said township road and along Bell avenue to a township road, which is an extension of Burton street, in the borough of Braddock; thence by said township road to Charles street; thence by Charles street and township road to another township road, called Fourth street road, at a point near Copeland station, Pennsylvania railroad; thence by said township road to Camp avenue; thence by Camp avenue to Second street; thence by Second street to Talbot avenue; thence by Talbot avenue to Eighth street; thence by Eighth street to Braddock avenue; thence by Braddock avenue to Burton street; thence by Burton street and township road to Bell avenue; thence returning by the same route to place of beginning, the circuit being completed by means of turnouts and switches.

SUMMARY OF PAYMENTS.

For construction,	$2,866 59
For equipment (real estate),	500 00
For miscellaneous,	427 00
Total,	$3,793 59

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$1,700 00	Capital stock,	$51,700 00
Construction,	2,866 59	Mortgage on real estate,	1,200 00
Amounts due from stockholders,	45,390 00		
Cash on hand,	2,516 41		
Deficit,	427 00		
Total,	$52,900 00	Total,	$52,900 00

BRADDOCK AND BRINTON ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Adin L. Sailor,	Swissvale, Allegheny co., Pa.
Secretary,	C. C. Lee,	Oakmont, Allegheny co., Pa.
Treasurer,	Chas. F. Ellis,	Swissvale, Allegheny co., Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Adin L. Saylor,	Swissvale, Allegheny co., Pa.	J. P. McKelvy,	Edgewoodville, Allegheny co., Pa.
Chas. F. Ellis,	Swissvale, Allegheny co., Pa.	C. C. Lee,	Oakmont, Allegheny co., Pa.
H. K. Newmyer,	Swissvale, Allegheny co., Pa.		

By whom is the road operated? The Braddock and Brinton Electric Company will operate.

General offices of the company at Braddock, Pa.

For information relating to this report, address Chas. F. Ellis, Braddock, Pa.

What kind of power is used for propelling the cars on your road? Electricity to be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, 1891. No work has been done.

Route of roads, streets occupied and connections: Beginning at the corner of Belle avenue and Thirteenth street in the township of Braddock; thence in a southeasterly direction to Dooker's Hollow; thence returning by the same route to place of beginning, completing the circuit by means of single track and switches.

SUMMARY OF PAYMENTS.

Miscellaneous,	$82 00

GENERAL BALANCE SHEET.

DR.		CR.	
Amount due from stockholders.	$5,400 00	Capital stock,	$6,000 00
Cash on hand,	518 00		
Deficit,	82 00		
Total,	$6,000 00	Total,	$6,000 00

BRADDOCK AND McKEESPORT ELECTRIC RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James H. Canfield.	McKeesport, Allegheny co., Pa.
Secretary,	Charles Weidman,	Pittsburgh.
Treasurer,	B. M. Everson,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES
James H. Canfield.	McKeesport, Allegheny co., Pa.	J. P. Nill,	McKeesport, Allegheny co., Pa.
R. R. Burke,	Allegheny City, Pa.	J. L. Everson,	Pittsburgh.
Charles Weidman,	Pittsburgh.	B. M. Everson,	Pittsburgh.
M. A. Preston.	Pittsburgh.		

Date of annual meeting for election of directors: August 1, 1890.

By whom is the road operated? Not yet built.

General offices of the company at Pittsburgh.

For information relating to this report, address James H. Canfield, McKeesport, Pa.

What kind of power is used for propelling the cars on your road? Electricity to be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, August 6, 1890.

Nothing has been done since the charter was obtained.

Route of road, streets occupied and connections: Beginning at a public bridge over Turtle creek and on a public road leading from Braddock borough to the village of Turtle creek in Braddock township; thence across said bridge and the public road in North Versailles township to the line of the borough of McKeesport; thence by a continuation of said road in McKeesport borough to Cliff street; thence by Cliff street to Fifth avenue, returning by the same route, the circuit being completed by means of switches.

SUMMARY OF PAYMENTS.

Miscellaneous	$250 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cash on hand	$550 00	Capital stock	$100.000 00
Charter	250 00		
Stock not issued	99.200 00		
Total	$100.000 00	Total	$100.000 00

BRADDOCK AND TURTLE CREEK STREET PASSENGER RAILWAY COMPANY

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Wm. Yost	Braddock, Pa.
Vice President	James Gayley	do.
Secretary	Fred. W. Edwards	do.
Treasurer	G. T. E. Stamates	do.
General Superintendent	G. T. E. Stamates	do

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James Gayley	Braddock, Pa.	G. T. E. Stamates	Braddock, Pa.
Fred. W. Edwards	do.	John Rinard	do.

Date of annual meeting for election of directors: January 12, 1891.

By whom is the road operated? The company.

General office of the company at Braddock, Pa. (Office in car house near Rankin station, Baltimore and Ohio railroad.)

For information relating to this report, address F. W. Edwards, secretary, Braddock, Pa.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company was chartered September 21, 1885, under act of 1877, and accepted provisions of act of May 14, 1889. Unable to obtain consent of local authorities until August, 1890. Work began October, 1890, and road constructed spring of 1891, but no cars in operation until July 18, 1891.

Route of road, streets occupied and connections: No connection with other roads. Begin at Rankin station, Baltimore and Ohio railroad, Braddock township, Allegheny county, Pa.; follows township road to line of Braddock borough and through said borough, on Braddock avenue and along township road in said Braddock township, to Edgar Thomson steel works.

SUMMARY OF PAYMENTS.

For construction and equipment, paid on account, about	$80,000 00
For municipal taxes	20 70
For state taxes	39 50

BRADFORD AND KENDALL PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. R. Weaver,	Bradford.
Secretary,	J. Q. Field,	Kendall Creek.
Treasurer,	A. V. Field,	Kendall Creek.
General Superintendent,	J. G. Fisher,	Kendall Creek.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. V. Field,	Kendall Creek.	E. Parsons,	Bradford.
J. G. Fisher,	do.	W. R. Weaver,	do.

By whom is the road operated? A. V. Field and J. G. Fisher.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Bradford and Kendall Street Railway Company was formed and articles of agreement, etc., signed the 15th day of March, 1879, and everything relating to the charter was finished up on the 15th day of May, the same year.

We have no books or papers whereby we can give any information about the construction of the road.

Route of road, streets occupied and connections: From St. James Hotel, upper end of Main street, Bradford, down Main street and across the Tunaguant creek; thence along the public highway to and through the borough of Kendall to where the road branches off toward Foster Brook.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of one dozen sold, for children, 40 cents; adults,	50

SUMMARY OF PAYMENTS.

For construction,	$500 00
For equipment,	265 10
For maintaining the road or real estate of the corporation and operating the road,	3,855 10
Total,	$4,620 20

GENERAL BALANCE SHEET.

DR.		CR.	
Total receipts.	$4,371 42	Total payments.	$4,620 20
		Deficit,	248 78

BOYD STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Joseph M. Wilson,	Pittsburgh.
Secretary,	H. W. Mitchell,	do.
Treasurer,	C. A. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. W. Murray,	Pittsburgh.	Joseph Mitchell,	Pittsburgh.
H. T. Rowley,	do.	S. S. Robertson,	do.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated? The Duquesne Traction Company.
General offices of the company at Pittsburgh.
For information relating to this report, address C. H. McKee.
What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 2, 1890, under act of May 14, 1889. Consent of councils granted for construction February 28, 1890. Construction proceeded with under contract with Booth & Flinn, contractors.

Route of road, streets occupied and connections: Beginning at the intersection of Forbes and Boyd streets; thence by double tracks along Forbes street as extended to the eastern end of Diamond street; connects at its eastern terminus with the People's Street railway, and at the western terminus with the Market Street railway, and forms part of the system of railways operated by the Duquesne Traction Company since May 21, 1891.

GENERAL BALANCE SHEET.

The construction of the railway has not yet been completed, a settlement has not been made with the contractors and no balance sheet has been prepared.

CAMBRIA AND SOMERSET STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	D. C. Golden,	Philadelphia.
Secretary and Treasurer.	Hyland C. Murphey.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Shelmerdine,	Philadelphia.	J. Levering Jones,	Philadelphia.
R. N. Carson,	do.	Samuel Moore, Jr.,	do.
E. J. Moore,	do.		

General offices of the company at Eighth and Dauphin streets, Philadelphia.

For information relating to this report, address H. C. Murphy, treasurer, Eighth and Dauphin streets, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, September 29, 1890.

The road has not been built nor operated by the company.

CAPITAL CITY STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John S. Sible,	Third and Cumberland streets, Harrisburg, Pa.
Secretary,	E. J. Smith,	4 North Third street, Harrisburg, Pa.
Treasurer,	John S. Sible,	Third and Cumberland streets, Harrisburg, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jacob Hess,	Harrisburg, Pa.	E. Z. Wallower,	Harrisburg, Pa.
John S. Sible,	do.	E. S. Herman,	do.
J. Nelson Clark,	do.	T. L. Willetts,	do.
H. J. Stewart,	do.	J. R. Shoemaker,	do.
H. C. Ross,	do.		

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company incorporated May 23, 1889. Act of 1889.

For further information, apply to E. J. Smith, secretary, 4 North Third street, Harrisburg, Pa.

CATHERINE AND BAINBRIDGE STREETS RAILWAY COMPANY OF THE CITY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. H. Kemble,	Philadelphia.
Secretary, Treasurer,	D. W. Dickson,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Kemble,	Philadelphia.	Clay Kemble	Philadelphia.
David H. Lane,	do.	John B. Peddle,	do.
George D. Widener,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated: Philadelphia Traction Company.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Horse power.

Route of road, streets occupied and connections: Start at Schuylkill avenue and Christian street, northeast on Schuylkill avenue to Bainbridge street, east on Bainbridge street to Front street, south on Front street to Catherine street, west on Catherine street to Gray's Ferry road, southwest on Gray's Ferry road to Christian street, west on Christian street to Schuylkill avenue.

SUMMARY OF PAYMENTS.

Dividends,	$9,000 00

CENTENNIAL PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES	RESIDENCES.
President,	D. C. Golden,	Philadelphia.
Secretary and Treasurer,	Hyland C. Murphey,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Shelmerdine,	Philadelphia.	J. Levering Jones,	Philadelphia.
R. N. Carson,	do.	Samuel Moore, Jr.,	do.
E. J. Moore,	do.		

Date of annual meeting for election of officers: Second Monday in January.

General offices of the company at Eighth and Dauphin streets, Philadelphia.

For information relating to this report, address H. C. Murphey, treasurer, Eighth and Dauphin streets, Philadelphia.

HISTORY OF ORGANIZATION.

Date of charter May 20, 1889.

The road has not been built nor operated by the company.

CENTRAL TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Geo. I. Whitney,	Pittsburgh.
Vice President,	T. A. Gillespie,	Pittsburgh.
Secretary,	J. F. Miller,	Pittsburgh.
Treasurer,	F. L. Stepheson,	Allegheny.
General Superintendent,	W. C. Smith,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Geo. I. Whitney,	Pittsburgh.	T. B. Atterbury,	Pittsburgh.
T. A. Gillespie,	do.	C. Wells,	Allegheny.
Chas. H. McKee,	do.	E. M. Byers,	Pittsburgh.
J. R. McGinley,	do.		

By whom is the road operated? Central Traction Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address F. L. Stepheson, treasurer.

What kind of power is used for propelling the cars on your road? Cable.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered December 21, 1888. Organized to operate cable road over route of Central Passenger Railway Company and its branches. Operations began practically at January 1, 1889, but cable road not finished and put in operation until about March 1, 1890.

Route of road, streets occupied and connections: Herron avenue to Wylie avenue, to Sixth avenue, to Wood street, to Fourth avenue, to Grant street, to Webster avenue, to Sixth avenue, to Wylie avenue and back over same route to Thirty-third street and Herron avenue.

Connects with Pittsburgh Traction Company, Du Quesne Traction Company, Pleasant Valley Railway Company, Second Avenue Passenger Railway Company, Pittsburgh and Birmingham Traction Company and Allegheny Traction Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of 100 sold for	4 75

SUMMARY OF PAYMENTS.

For construction,	$113,442 21
For maintaining the road or real estate of the corporation and operating the road,	112,500 02
For interest,	20,477 72
Total,	$246,419 95

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$89,321 30	Capital stock,	$748,737 50
Construction and equipment,	1,155,203 97	Bonds,	375,000 00
Cash,	922 08	Unfunded debt,	53,742 56
		Profit and loss,	67,967 29
Total,	$1,245,447 35	Total,	$1,245,447 35

IMPORTANT CHANGES DURING THE YEAR.

Leased to the Du Quesne Traction Company; right to use tracks on High street, Sixth avenue, Wood street, Fourth avenue and Grant street.

CENTRAL ELECTRIC STREET PASSENGR RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John C. Whitla,	Beaver Falls, Pa.
Secretary,	A. R. Leyde,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John C. Whitla,	Beaver Falls, Pa.	A. R. Leyde,	Beaver Falls, Pa.
A. M. Jolly,	do.	Stephen P. Stone,	Beaver, Pa.
John A. Elliott,	do.		

By whom is the road operated: Not yet built.

General office of the company at Beaver Falls, Pa.

For information relating to this report, address A. R. Leyde, secretary, Beaver Falls, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter was granted November 6, 1890. No actual work done on road to June 30, 1891.

CHARTIERS AND NEVILLE ISLAND PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES
President,	William J. Burnes,	Pittsburgh.
Secretary,	John W. Taylor,	do.
Treasurer,	John S. Scully,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William J. Burns,	Pittsburgh.	J. V. Patton,	Pittsburgh.
John S. Scully,	do.	George C. Wilson,	do.
James D. Callery,	do.		

Date of annual meeting for election of directors: January 15, 1891.

By whom is the road operated? Road not constructed.

General offices of the company at Pittsburgh.

For information relating to this report, address John W. Taylor, secretary, Pittsburgh.

CHELTEN AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. C. Golden,	Philadelphia.
Secretary and Treasurer,	Hyland C. Murphey,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Shelmerdine,	Philadelphia.	J. Levering Jones,	Philadelphia.
R. N. Carson,	do.	Samuel Moore, Jr.,	do.
E. J. Moore,	do.		

Date of annual meeting for election of directors: Second Monday in January.

General offices of the company at Eighth and Dauphin streets, Philadelphia.

For information relating to this report, address H. C. Murphey, treasurer, Eighth and Dauphin streets, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter: May 20, 1889.

Tracks laid on Chelten avenue from Pulaski avenue to Chew street. The road is not yet completed nor operated by the company.

CHESTER STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Samuel A. Dyer,	Chester, Delaware county, Pa.
Secretary,	J. Frank Black,	do. do.
Treasurer,		
General Manager,	John McFayden,	do. do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Samuel A. Dyer,	Chester, Delaware county, Pa.	Robert Wetherill,	Chester, Delaware county, Pa.
George B. Lindsay,	Chester, Delaware county, Pa.	J. Frank Black,	Chester, Delaware county, Pa.
Richard Wetherill,	Chester, Delaware county, Pa.	William B. Broomall,	Chester, Delaware county, Pa.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? Union Railway Company.

With what other companies consolidated: Leased road, real estate, rolling stock, etc., to Union Railway Company of Chester, Pa.

Date of consolidation: Date of lease, January 12, 1891.

General offices of the company at 1300 Edgmont avenue, Chester, Pa.

For information relating to this report, address Samuel A. Dyer, president, Chester, Pa.

What kind of power is used for propelling the cars on your road? Lessee uses horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters patent issued by the Governor, July 13, 1882. Capital stock $50,000.00, 1,000 shares, $50.00 each. Road built and opened for travel about February 1, 1883. During 1883 capital stock increased to $80,000.00, full paid. Upland branch built during summer of 1883. February 18, 1887, capital stock increased to $100,000.00, full paid. Providence avenue and Twenty-fourth street branch built in 1887. Act of May 14, 1889, accepted by company and letters patent issued by the Governor, May 31, 1889. In November, 1890, capital stock increased to $150,000.00, full paid. January 12, 1891, the real estate, roadway, rolling stock-horses, mules and personal property of the company leased to the Union Railway Company of Chester, Pa., for a term of ninety years, the lessee to assume all responsibility for maintenance and improvement of road, etc., in good order and condition for business during continuance of lease.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Mill No. 2, Upland; thence Upland avenue to Fifteenth street, to Edgmont avenue, to Market street, to Third street, to Clayton street. From Edgmont avenue on Welsh street, to Sixth street, to Edgmont avenue. On Market street from Third street to Front street, and on Fifth street from Market street to Potter street, to Providence avenue, to Twenty-fourth street.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate, leased to Union Railway Company,	$21,560 91	Capital stock,	$150,000 00
Roadway, leased to Union Railway Company,	86,656 46		
Equipment, leased to Union Railway Company,	41,782 63		
Total,	$150,000 00	Total,	$150,000 00

IMPORTANT CHANGES DURING THE YEAR.

In November, 1890, capital stock increased to $150,000.00. January 12, 1891, the Chester Street Railway Company leased its roadway, real estate and buildings, with all its rolling stock, horses, mules and personal property to the Union Railway Company of Chester, Pa., for a term of ninety years, the Union Railway Company assuming all responsibility for repairs, maintenance, extension, taxation and running expenses during the continuance of the said lease.

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	Charles E. Ellis,	Philadelphia.
Secretary and Treasurer,	John Q. Adams.	do.
General Superintendent,	A. B. Scarborough,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Richard M. Hartley,	Philadelphia.	John McCarthy,	Philadelphia.
John H. Sloan,	do.	Bolton Winpenny,	do.
Thomas S. Manning,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated? Citizens' Passenger Railway Company.

General offices of the company at southwest corner Eleventh and Colona streets, Philadelphia, Pa.

For information relating to this report, address John Q. Adams, secretary and treasurer.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Citizens' Passenger Railway Company incorporated March 25, 1858. Construction of road from Columbia avenue to Reed street, May, 1858. Extended north to Montgomery avenue in 1863, extended north to Susquehanna avenue in 1877, extended south to Mifflin street in 1873.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From depot at Eleventh and Colona street; south on Eleventh street to Diamond; east on Diamond to Tenth; down Tenth street to Mifflin; west on Mifflin to Twelfth street; up Twelfth street to Wharton; east on Wharton to Eleventh street; up Eleventh to Colona to depot. Branch road—Up Eleventh street from Nevada street to Cambria street; down Eleventh street to Cumberland street; east on Cumberland to Tenth street; south on Tenth street to Diamond street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	8

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation and operating the road,	$236,339 53
For dividends,	100,000 00
For new horses,	9,180 50
For miscellaneous,	3,112 42
For municipal taxes,	11,327 27
For state taxes,	7,818 96
Total,	$367,778 68

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment and real estate,	$498,750 13	Capital stock,	$192,500 00
Surplus fund,	20,857 15	Surplus reserve and profit and loss, all of which except $20,857.15 has been expended in construction, equipment and real estate,	327,107 28
Total,	$519,607 28	Total,	$519,607 28

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, 1890, four dollars per share; October 1, 1890, two dollars per share; January 1, 1891, two dollars per share; April 1, 1891, two dollars per share.

Paid in dividends, cash,	$100,000 00
Balance for the year, or surplus,	20,857 15
Surplus at commencement of the year,	19,264 16
Total surplus,	20,857 15
Surplus invested as follows:	
Cash,	$20,857 15

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCE.
President,	Jos. S. Brown,	Allegheny, Pa.
Secretary,	James J. Donnell,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jos. S. Brown,	Allegheny, Pa.	James Verner,	Pittsburgh.
James J. Donnell,	do.	C. L. Magee,	do.
Wilson McCandless,	do.		

By whom is the road operated? The Citizens' Traction Company.

With what other companies consolidated? The Citizens' Passenger Railway Company is leased to the Citizens' Traction Company.

Date of consolidation: The above lease went into effect September 1, 1887.

General office of the company at Pittsburgh.

For information relating to this report, address Joseph S. Brown, Pittsburgh.

What kind of power is used for propelling the cars on your road? As stated above the road of the Citizens' Passenger Railway Company is now operated by the Citizens' Traction Company under a lease. Cable power used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Citizens' Passenger Railway Company was incorporated under an act, entitled "An act to incorporate the Citizens' Passenger Railway Company," approved March 22, 1859.

The road of this company was operated as a horse car road until leased by the Citizens' Traction Company, September 1, 1887.

CITIZENS' PASSENGER RAILWAY COMPANY OF NORRISTOWN.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John Slingluff,	Norristown, Pa.
Vice President,	Wm. H. Bodey,	do.
Secretary,	George R. Kite,	do.
Treasurer,	George Shannon,	do.
General Superintendent,	Chas. Naylor,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Bodey,	Norristown, Pa.	Wm. Stahler,	Norristown, Pa.
Harry C. Crawford,	do.	Thos. J. Baker,	do.
Joseph Fornance,	do.	Alexander Hoonen,	do.
Henry C. Wentz,	do.	John L. West,	do.
David Y. Mowday,	do.	H. F. Reifsnyder,	do.
Patrick Curren,	do.	John J. Derr,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: By the Citizens' Passenger Railway Company of Norristown, Pa.

General offices of the company at Norristown, Pa.

For information relating to this report, address George Shannon, treasurer.

What kind of power is used for propelling the cars on your road? Horse-power.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08
Tickets in packages of twenty-five sold for	1 00

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$13,181 30
For interest,	295 50
For municipal taxes,	24 77
For State taxes,	162 15
Total,	$13,663 72

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$7,367 22	Capital stock paid in,	$49,520 00
Road,	28,063 02	Bills payable,	6,800 00
Equipment,	15,968 27	Sundry receipts for fare, etc.,	12,947 05
Profit and loss,	4,020 29		
Profit and loss,	108 07		
Sundry expenses,	13,663 72		
Cash,	76 46		
Total,	$69,267 05	Total,	$69,267 05

CITIZENS' STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James M. May,	Beaver Falls, Pa
Secretary,	John T. Reeves,	do.
Treasurer,	John T. Reeves,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James M. May,	Beaver Falls, Pa.	Martin L. Knight,	Beaver Falls, Pa.
George W. Coates,	do.	James F. Meniman.	do.
Harry W. Reeves,	do.	John T. Reeves,	do.
Harry C. Patterson,	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Not in operation.

General office of the company at Beaver Falls, Pa.

For information relating to this report, address John T. Reeves, seeretary, or James M. May, president.

What kind of power is used for propelling the cars on your road? Electric power will be used when built.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted August 15, 1889. Extension of right of way made November 18, 1889. Annual meeting held Monday, January 13, 1890. Nothing done since.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning in White township at a point near the iron bridge at the intersection of Seventh avenue, and extending thence along Seventh avenue, Beaver Falls, Pa., to Seventeenth street; along Seventeenth street to Third avenue; along Third avenue to Sixth avenue; along Sixth avenue to Tenth street bridge; over Tenth street bridge to Ninth street, New Brighton, Pa.; along Ninth street to Market street; along Market street to Eighth street; along Eighth street to the Allegheny state road; along said road to Penn avenue; along Penn avenue to Pearl street; along Pearl street to New Brighton station on Pittsburgh, Fort Wayne and Chicago railroad. Also beginning on Pearl street going northward along Third street to Butler street; east on Butler street to Fourth street; north on Fourth street to the first street or alley south of the Pittsburgh, Youngstown and Ashtabula Railroad Company's tracks in New Brighton, Pa.; thence in an easterly direction on said street or alley to the proposed street or approach to the Tenth street bridge, and on said approach to the said bridge. Also from Fourth and Mill streets, New Brighton, Pa., along Mill street to the line of the Beaver Valley Street Railway Company's tracks on Bridge street. Also beginning at Fourth street and Sixth avenue, Beaver Falls, along Fourth street to Ninth avenue; along Ninth avenue to Second street; along Second street to Seventh avenue; along Seventh avenue to First street; along First street to line of Rochester, Beaver Falls and Western railway in Beaver Falls, Pa. Also beginning at intersection of Seventh avenue and Twenty-fourth street, Beaver Falls; along Twenty-fourth street west to public road in White township; north on said public road past Midgby Wire Belt Works to the culvert under Pittsburgh, Fort Wayne and Chicago railway; thence north along east side of said railroad to the public road crossing over said railroad, which separates lands of W. H. Partington and G. E. Smith and that of J. R. Speer, and thence eastward along said public road to public road running from Beaver Falls to Wallace's run, and thence south on said public road to the street south of the Geneva College grounds; east on said street to the new street commenced in plan of lots laid out by J. F. Menamin, trustee; thence south on said new street to street leading east and west to the Fetterman bridge; thence east along said street to the northern terminus of said Citizens' Street railway in White township.

SUMMARY OF PAYMENTS.

For construction,	$118 20
For miscellaneous,	10 58
Total,	$128 78

GENERAL BALANCE SHEET.

DR.		CR.	
Charter fee,	$82 00	Capital stock paid on account,	$729 28
Extension of right of way,	15 00		
Attorney fee,	5 00		
Recording fee,	3 50		
Stationery, etc.,	1 58		
Justice of peace fee,	50		
Expenses of securing charter,	21 20		
Cash in hands of treasurer,	600 50		

CITIZENS' FAIRMOUNT PARK PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John H. Sloan,	Philadelphia.
Secretary and Treasurer,	John Q. Adams,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Richard M. Hartley,	Philadelphia.	John Q. Adams,	Philadelphia.
Chas. T. Calladay,	do.	Thos. S. Manning,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.

General offices of the company at southwest corner Eleventh and Colona streets, Philadelphia.

For information relating to this report, address John H. Sloan, president.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated May 21, 1889. The road is not yet constructed, and as yet no cars, horses, harness, buildings or real estate are owned by the company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Memphis and Sergeant streets; thence along Sergeant to Jaspar; along Jasper to East Cumberland; along East Cumberland to Cumberland; along Cumberland to Third; along Third to York; along York to Woodford; along Woodford to Ridge avenue; along Ridge avenue to Cumberland; along Cumberland to Front; along Front to Huntingdon; along Huntingdon to East Huntingdon; along East Huntingdon to Memphis; along Memphis to Sergeant, with a right to construct a branch on Thirty-fourth street between Woodford and Lehigh avenue, and with the right to construct a branch on Sedgely avenue from Cumberland street to Margie; along Margie street to Lamb Tavern road and Nineteenth street to Cumberland street.

SUMMARY OF PAYMENTS.

For miscellaneous,	$1,600 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$4,800 00	Capital stock,	$4,800 00
Total,	$4,800 00	Total,	$4,800 00

CITIZENS' NORTH PHILADELPHIA STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John H. Sloan,	Philadelphia.
Secretary, Treasurer,	John Q. Adams,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Chas. E. Ellis,	Philadelphia.	Chas. T. Colladay,	Philadelphia.
Richard M. Hartley,	do.	Thomas S. Manning,	do.

Date of annual meeting for election of directors? Second Monday in January of each year.

General offices of the company at southwest corner Eleventh and Colona streets, Philadelphia, Pa.

For information relating to this report, address John H. Sloan, president.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated May 21, 1889.

The road is not yet constructed, and as yet no cars, horses, harness, buildings or real estate are owned by the company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Eleventh and Cambria street, along Eleventh to Chew street, along Chew to Tenth street, along Tenth street to Indiana street and Germantown avenue, along Germantown avenue to Tenth street, along Tenth street to Cumberland street, with the right to construct a branch from the junction of Indiana street and Germantown avenue; on Indiana street to Eleventh street, along Eleventh street to Cumberland street, and on Cumberland street to Tenth street, and also north on Eleventh street from Cumberland street to Cambria street, with single or double track or sidings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$3,600 00	Capital stock,	$3,600 00
Total,	$3,600 00	Total,	$3,000 00

CITIZENS' SOUTH PHILADELPHIA STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	John H. Sloan,	Philadelphia.
Secretary, Treasurer,	John Q. Adams,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Chas. E. Ellis,	Philadelphia.	Chas. T. Colladay,	Philadelphia.
Richard M. Hartley,	do.	Thomas S. Manning,	do.

Date of annual meeting for election of directors? Second Monday in January of each year.

General offices of the company at southwest corner Eleventh and Colona streets, Philadelphia, Pa.

For information relating to this report, address John H. Sloan, president.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated May 21, 1889.

The road is not yet constructed, and as yet no cars, horses, harness, buildings or real estate are owned by the company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Tenth and Mifflin streets, along Tenth street to Government avenue, along Government avenue to Eleventh street, along Eleventh street to Mifflin street, along Mifflin street to Tenth street.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$3,000 00	Capital stock,	$3,000 00
Total,	$3,000 00	Total,	$3,000 00

CITIZENS' TRACTION PASSENGR RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John G. Holmes,	Pittsburgh.
Vice President,	H. S. A. Stewart,	do.
Secretary,	C. M. Gormly,	do.
Treasurer,	Nathaniel Holmes,	do.
General Superintendent,	J. E. Rugg,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James Verner,	Pittsburgh.	C. L. Magee,	Pittsburgh.
John G. Holmes,	do.	H. S. A. Stewart,	do.
James J. Donnell,	do.	A. F. Keating,	do.
John B. Jackson,	do.		

General office of the company at Room 6, Jackson Building, Penn avenue and Sixth street, Pittsburgh.

For information relating to this report, address C. M. Gormly, secretary.

What kind of power is used for propelling the cars on your road? Cable and horse

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July 6, 1887. Leased the Citizens' Passenger Railway Company and the Transverse Passenger Railway Company, both horse power roads. Work was immediately begun to change to cable power. Cars were first operated by cable January 1, 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Cable: Liberty avenue, Seventh street, Cecil alley, Butler street and Penn avenue. Intersects the Pittsburgh, Allegheny and Manchester Horse railway, the Duquesne Electric railway and the Pleasant Valley Electric railway. Horse: Butler street across Allegheny river and through the town of Sharpsburg. Also on Frankstown avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of five sold for	25

SUMMARY OF PAYMENTS.

For construction,	$172,102 01
For equipment,	12,572 45
For maintaining the road or real estate of the corporation, and operating the road,	367,215 77
For interest,	74,903 13
For dividends,	150,000 00
For payments to loan account,	200,000 00
For miscellaneous,	21,425 21
For municipal taxes,	5,427 58
For state taxes,	8,478 59
Total,	$1,012,124 74

GENERAL BALANCE SHEET.

DR.		CR.	
Stock and bonds,	$2,196,264 93	Capital stock,	$2,800,000 00
Construction,	1,637,666 69	Bonds,	1,250,000 00
Real estate,	307,775 80	Mortgages,	128,000 00
Equipment,	187,231 14	Profit and loss,	87,683 37
Petty cash,	200 00	Accounts payable,	37,323 85
		Earnings,	13,370 05
		Treasurer,	12,761 29
Total,	$4,329,138 56	Total,	$4,329,138 56

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1890, 3 per cent.; January, 1891, 3 per cent.

Paid in dividends, cash,	$150,000 00

CITY PASSENGER RAILWAY COMPANY OF ALTOONA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John P. Levan,	Altoona, Pa.
Secretary and Treasurer,	L. B. Reifsneider,	do.
Superintendent,	W. P. Huyett,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John P. Levan,	Altoona, Pa.	C. A. Wood,	Altoona, Pa.
Dr. C. B. Dudley,	do.	David Koch,	Altoona, Pa.
Wm. Murray,	do.	James Lawther,	Bellewood, Pa.
A. J Anderson,	do.	Max Liveright,	Philadelphia.
Andrew Kipple,	do.		

Date of annual meeting for election of directors: First Monday in January of each year.

By whom is the road operated: By the above-named company.

General offices of the company at Altoona, Pa.

For information relating to this report, address L. B. Reifsneider, box 1813, Altoona.

What kind of power is used for propelling the cars on your road? Horse, at present.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized February 18, 1882, chartered March 10, 1882, with capital stock $40,000.00, in Altoona, Pa, act May 23, 1878, Hon. Henry M. Hoyt, Governor.

John P. Levan elected president, and John P. Levan, D. K. Ramey, Wm. Murray, F. W. Almes, C. Jaggard, H. S. Frank, S. S. Blair, Max Liveright and C. F. Berwind, directors; L. B. Reifsneider, secretary; T. H. Wigton, treasurer; J. J. Buch, superintendent, and A. J. Riley, solicitor.

Original route as follows: Beginning 175 feet east of First street on Chestnut avenue; west over Chestnut avenue to Eleventh street; southeast on Eleventh street to Eleventh avenue; west on Eleventh avenue to Bridge street; southeast on Bridge street to Seventeenth street; southeast on Seventeenth street to Eighth avenue; northeast on Eighth avenue to Fourth street; northwest on Fourth street 110 feet. Road formally opened to the public July 4, 1882; length of road at this time two and three-fifths miles. March 13, 1883, the capital stock was increased $13,000.00, as it was found $40,000.00 was not enough to fully equip the road. January 14, 1884, capital stock was again increased $15,000.00 for the purpose of extending the track from junction of Seventeenth street and Eighth avenue; northeast on Seventeenth street to Seventh avenue; west on Seventh avenue to Twenty-fifth street. Began operations on this branch July 4, 1884. August 26, 1889, the capital stock was again increased $35,000.00 for the purpose of making the following extension: Eighth avenue and Fourth street; northeast on Fourth street to Sixth avenue; northeast on Sixth avenue to township road, beginning at Chestnut avenue and township road; north on township road 5,000 feet, beginning at intersection of Union avenue with Eleventh avenue and Bridge street; southwest and west over Eleventh avenue, Union avenue and Broad street. 6,800 feet of this the first extension is complete,

4,500 feet of the second is completed, but owing to litigation and condition of streets and avenue, has not been commenced. Material is there to do it with.

September, 10, 1890, capital stock increased $77,000.00 for the purpose of changing from animal to electric traction. December 18, 1890, contracted with the Thomson-Huston Electric Company, of Boston, Mass., to make the change. Expect to have three miles in operation by July 4, 1891; almost six miles of road contracted for.

Power house located near center of line. Power consists of three 120 horse-power engines, three 100 horse-power boilers, three generators, 80 horse-power.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning 4,500 feet east of First street on township road; west on township road to Chestnut avenue; west on Chestnut avenue to Eleventh street; southeast on Eleventh street to Eleventh avenue; west on Eleventh avenue to Bridge street; southeast on Bridge street to Seventeenth street; southeast on Seventeenth street to Eighth avenue; northeast on Eighth avenue to Fourth street; southeast on Fourth street to Sixth avenue; northeast on Sixth avenue to township road; beginning at junction of Seventeenth street and Eighth avenue; southeast on Seventeenth street to Seventh avenue; southwest on Seventh avenue to Twenty-fifth street. Proposed extension—Beginning at intersection of Union avenue with Eleventh avenue and Bridge street; southwest on Eleventh avenue to Eighteenth street; southeast on Eighteenth street to Union avenue; southwest on Union avenue to Broad street; west on Broad street to township road. Proposed extension—Beginning at junction of Seventh street and Chestnut avenue; southeast on Seventh street to Crawford avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of one hundred sold for	4 00

SUMMARY OF PAYMENTS.

For construction,	$29,125 82
For equipment,	17,060 39
For maintaining the road or real estate of the corporation, and operating the road,	18,555 60
For dividends,	4,790 00
For new passenger cars and horses,	10,608 60
For miscellaneous,	150 00
For municipal taxes,	30 80
For state taxes,	288 50
Total,	$80,609 71

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$84,798 91	On account of capital stock,	$85,330 00
Equipment,	43,776 71	On account of change in traction,	40,115 00
Feed,	500 00	Current expenses,	475 00
Coal, salt, etc.,	45 00	Balance,	24,364 54
Wagons, sleds, etc.,	75 00		
Manure and scrap,	70 00		
One summer car,	275 00		
Scales, engine, etc.,	200 00		
Due from sale tickets,	40 00		
Cash on hand,	20,503 92		
Total,	$150,284 54	Total,	$150,284 54

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

July 3, 1890, 2½ per cent. on $68,000.00,	$1,700 00
January 5, 1891, 3 per cent. on $103,000.00,	3,090 00
Paid in dividends,	4,790 00

IMPORTANT CHANGES DURING THE YEAR.

Extension from Eighth avenue and Fourth street; over Fourth street to Sixth avenue; over Sixth avenue to township road. Put in operation July 31, 1890. Extension from city line on Chestnut avenue over township road 4,500 feet. Put in operation November 13, 1890.

CITY LINE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Thos. S. Bigelow,	Pittsburgh, Pa.
Treasurer.	Joseph Stuart,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thos. S. Bigelow.	Pittsburgh, Pa.	F. C. Brittain.	Pittsburgh, Pa.
G. W. Elkins,	do.	George H. Speer,	do.
Joseph Stuart,	do.		

Date of annual meeting for election of directors: January 15, 1891.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Joseph Stuart, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was chartered by the commonwealth August 14, 1889, but has not been constructed.

COALVILLE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	G. Mortimer Lewis,	Wilkes-Barre, Pa.
Secretary,	George Loveland.	do.
Treasurer,		
Auditors,	George W. Kirkendall.	do.
	J. G. Wood,	do.
General Superintendent,	A. S. Orr,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
G. Mortimer Lewis,	Wilkes-Barre, Pa.	E. Troxell,	Wilkes-Barre, Pa.
George W. Kirkendall,	do.	George K. Powell,	do.
John G. Wood,	do.		

Date of annual meeting for election of directors? Second Monday in January each year.

By whom is the road operated? The Coalville Passenger Railroad Company.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address George Loveland, secretary, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by act of assembly, approved the 24th day of March, 1868. See P. L. of Pennsylvania for 1869, page 1328, etc. Supplement, approved April 15, 1869. P. L. page 1038. Organized by the election of directors, May 29, 1869. Opened from Ashley to South street, Wilkes-Barre, December, 1889. Road was extended to Market street in 1871.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning near the depot of the Lehigh and Susquehanna railroad at Ashley; thence through the borough of Ashley and through the village of Newtown to the city of Wilkes-Barre; thence along Hazel avenue to Washington street; thence along Washington street to East Market street.

RATE OF FARE FOR PASSENGERS.

Single fare,	5, 7 & 10 cts.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$8,342 04
For interest,	960 00
For payments to loan account,	763 64
For miscellaneous,	327 70
For state taxes,	222 03
Total,	$10,615 41

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, $43,353 28		Capital stock,	$61,575 00
Equipment, 8,568 25		Balance due on mortgage,	12,000 00
	$51,921 53	Profit and loss,	8,043 62
Real estate (cost of),	27,049 81		
Inventory of articles not included above,	250 00		
Due on notes for horses and for rent, about	500 00		
Cash in bank,	1,897 28		
Total,	$81,618 62	Total,	$81,618 62

CONTINENTAL PASSENGER RAILWAY COMPANY.

DIRECTORS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. L. Elkins,	Philadelphia.
Secretary, Treasurer,	John B. Peddle,	do.
General Manager,	James T. Garman,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
P. A. B. Widener,	Philadelphia.	Wm. J. Elliott,	Philadelphia.
Clay Kemble,	do.	George D. Widener,	do.
George W. Elkins,	do.		

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? The Philadelphia Traction Company.
With what other companies consolidated? Union Passenger Railway Company.
Date of consolidation: January 1, 1880.
General offices of the company at 423 Walnut street, Philadelphia.
For information relating to this report, address John B. Peddle, treasurer.
What kind of power is used for propelling the cars on your road? Horse.

SUMMARY OF PAYMENTS.

For dividends,	$120,000 00
Total,	$120,000 00

CRAIG STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Joseph M. Wilson,	Pittsburgh.
Secretary,	H. W. Mitchell,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. T. Rowley,	Pittsburgh.	A. J. Edwards,	Pittsburgh.
W. W. Murray,	do.	S. S. Robertson,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? The Duquesne Traction Company.
General office of the company at Pittsburgh.
For information relating to this report, address C. H. McKee.
What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated December 9, 1889. Consent of local authorities granted February 25, 1890, for construction of railway. Construction proceeded with under contract with Booth & Flinn.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at intersection of Forbes and Craig streets; thence along Craig, Bayard, Neville streets, Centre avenue, Roup street, Neigley avenue and Bryant street to intersection thereof with Highland avenue. Said railway connects at its northeastern terminus with the Highland Street railway, near its southern terminus with the Duquesne Street railway, and at its southern terminus with the People's Street railway. Forms part of the system operated since May 21, 1891, by the Duquesne Traction Company.

GENERAL BALANCE SHEET.

The railway having been constructed under contract, and settlement not yet having been made with the contractors, no balance sheet has been prepared.

CUMBERLAND STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	T. L. Willetts,	Harrisburg, Pa.
Secretary,	E. J. Smith.	do.
Treasurer,	T. L. Willetts,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
T. L. Willetts,	Harrisburg, Pa.	L. S. Smith,	Harrisburg, Pa.
E. J. Smith,	do.	J. G. Gruber,	do.
A. T. Cross,	do.		

By whom is the road operated? Road not yet built.
For information relating to this report, address E. J. Smith, No. 4 North Third street, Harrisburg, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized under act of 1889.

DIAMOND STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. C. Hopkins,	Lock Haven.
Secretary,	S. S. Robertson,	Pittsburgh.
Treasurer,	C. H. McKee,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George J. Elliott,	Philadelphia.	John N. Neeb,	Allegheny.
Joseph M. Wilson,	Pittsburgh.	W. W. Murray,	Pittsburgh.

Date of annual meeting for election of directors: Second Monday in January.
General offices of the company at Pittsburgh.
For information relating to this report, address C. H. McKee, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated May 14, 1889. Consent of councils not procured. Part of its route now occupied by Market Street Railway Company. Nothing done in way of construction.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Market square, city of Pittsburgh, along Diamond street, Old avenue, Chatam street, Fountain street, Seventh avenue, Bedford avenue to Webster avenue, returning along Bedford avenue, Seventh avenue, Fountain street, Tunnel street, Old avenue and Diamond street, to place of beginning.

DUBOIS TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James E. Lane.	Parnassus, Pa.
Secretary,	Chas. E. Bostwick,	DuBois, Pa.
Treasurer,	Geo. E. Grier.	DuBois, Pa.
Geueral Superintendent,	Chas. E. Bostwick.	DuBois, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
M. D. Wayman,	Ford City, Pa.	John C. Grier.	Punxsutawney, Pa.
A. C. Bailey,	Ford City, Pa.	John M. Morrison, Esq.,	Logan's Ferry, Pa.
J. D. Bailey,	Ford City, Pa.	Jos. A. Terpe.	DuBois, Pa.
Tyson Hielman,	Kittanning, Pa.	Chas. E. Bostwick,	DuBois, Pa.
W. Reynolds,	Kittanning, Pa.	J. W. Grier,	DuBois, Pa.
C. J. Jessop,	Kittanning, Pa.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: By the above-named company.

General offices of the company at DuBois, Pa.

For information relating to this report, address Chas. E. Bostwick, secretary, DuBois, Pa.

What kind of power is used for propelling the cars on your road? Will use electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter April 18, 1890.

After considerable trouble in obtaining franchise of streets, which was finally granted on April 15, 1891, we proceeded in getting matters in shape, and the road is now actively under construction. All contracts for machinery, power, etc., are made and material coming forward rapidly. We cannot tell how much stock has been sold as it is in the hands of brokers.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing on Main street at Rumbarger Cemetery; thence along Main street to Booth street; thence along Booth street to Long street; thence along Long street to Courtney; thence along Courtney street to Plank road; thence along Plank road to Railroad street; thence along Railroad street to the DuBois House.

The above are streets to be occupied, and the road will be completed about September 15, 1891.

Addition to original charter—from DuBois House, on Railroad street to Fifth avenue; thence along Fifth avenue to DuBois avenue; thence along DuBois avenue westward to the township line.

SUMMARY OF PAYMENTS.

We will be able to give a full and complete report by next year, but in our incomplete condition it is impossible to do so at present, as we have been paying only on estimates furnished by our engineer on contract work each month.

DUQUESNE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George W. Rowley, Jr.,	Pittsburgh.
Secretary,	H. W. Mitchell,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph M. Wilson,	Pittsburgh.	Robert L. McCance,	Pittsburgh.
W. W. Murray,	do.	Wm. H. Seif,	do.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? The Duquesne Traction Company.

General offices of the company at Pittsburgh.

For information relating to this report, address C. H. McKee.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 30, 1890, under act May 14, 1889. Consent of local authorities granted for construction of railway on February 25, 1890. Construction proceeded with under contract with Booth & Flinn, contractors.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on north side of Penn avenue, opposite northern end of Ellsworth avenue; thence across Penn avenue to Ellsworth avenue, and southwardly along Ellsworth avenue to Neville street, and across Neville street to a point opposite southern end of Ellsworth avenue. Connects at its northeastern terminus with the Highland Street railway and Larimer Street railway, and at its southwestern terminus with the Craig Street railway, and forms part of the system operated since May 21, 1891, by the Duquesne Traction Company.

GENERAL BALANCE SHEET.

The railway having been constructed under contract, and settlement not yet having been made with the contractors, no balance sheet has been prepared.

DUQUESNE TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	C. L. Magee,	Pittsburgh.
Vice President,	George Rice,	Pittsburgh.
Secretary,	James A. McDevitt,	Lancaster, Pa.
Treasurer,	John F. Steel,	Pittsburgh.
Superintendent of Transportation,	George L. McFarlane,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
C. L. Magee,	Pittsburgh.	James A. McDevitt,	Lancaster, Pa.
George Rice,	do.	Charles H. McKee,	Pittsburgh.
Joshua Rhodes,	do.		

By whom is the road operated? Itself.

General office of the company at Pittsburgh.

For information relating to this report, address James A. McDevitt, Pittsburgh.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 25, 1890, under act of March 22, 1887. Consent of councils of city of Pittsburgh granted on February 28, 1890, to enter upon streets occupied by street railways which should be operated by or supplied with motive power by the Duquesne Traction Company. The construction of the company's power plant, shops, overhead lines and appliances was proceeded with and so far completed that in the latter part of February, 1891, a considerable part of its overhead lines were erected and its power plant set in operation for the purpose of testing the same.

The main portion of the power house was then destroyed by fire and the electric apparatus and appliances so injured that they were unfit for use.

The reconstruction of the power house was at once proceeded with. The power plant rebuilt, and the company commenced operation on part of its lines on May 21, 1891. Prior to June 30, 1891, the company had not gotten into full operation on any of its lines and was yet engaged in construction.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The company at the western end of its route, in the business portion of the city of Pittsburgh, uses a loop, beginning at the intersection of Diamond and Ross streets; thence along Diamond street, Grant street, Sixth avenue, Wood street, Fourth avenue and Ross street back to intersection of Ross and Diamond streets; thence by double lines eastwardly along Forbes street to Craig street, and thence by double lines along Craig street, Bayard street, Neville street, Centre avenue, Negley avenue, Bryant street, Highland avenue, Kirkwood street, across private property to eastern end of Ellsworth avenue; along Ellsworth avenue to western end thereof, and across private property to Craig street at the company's car house. Also a loop extending from point where double tracks turn off Kirkwood street; along Kirkwood street, Union street, Broad street; along Frankstown avenue over track of Citizens' Street Railway Company to Lincoln avenue, and along Lincoln avenue, Shetland street, Larimer avenue, Station street, Collins avenue and back along Kirkwood street to place of beginning. A number of other lines are in process of construction but not yet completed.

GENERAL BALANCE SHEET.

No balance sheet prepared as the company is yet engaged in construction and settlements have not been made with contractors.

EAST END STREET RAILWAY COMPANY—PENN AVENUE.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thomas A. Gillespie,	Pittsburgh, Pa.
Secretary,	H. L. Trees,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Seif,	Pittsburgh, Pa.	George W. Rowley, Jr.,	Pittsburgh, Pa.
George N. Christian,	do.	H. L. Trees,	do.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated? Not yet operated.
General offices of the company at Pittsburgh, Pa.
For information relating to this report, address C. H. McKee.
What kind of power is used for propelling the cars on your road? Electric, to be.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated August 5, 1889, under act May 14, 1889.

Railway in process of construction under contract. The company has also entered into contract with the Wilkinsburg and East Liberty Railway Company in relation

to the construction of its railway, and dispute still exists between said railway as to their rights on Penn avenue.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On Penn avenue at the city line; thence along Penn avenue, East End avenue, Franklin street, Pitt street, Rebecca street and Hay street; also from Franklin street to Penn avenue via Alfred street.

Said railway connects with the Wilkinsburg and East Liberty Street Railway Company, and when completed to be operated by the Duquesne Traction Company.

GENERAL BALANCE SHEET.

Railway only partly constructed, settlement not made with contractors and on balance sheet prepared.

EAST END STREET RAILWAY COMPANY—WASHINGTON STREET.

OFFICERS.

H. S. A. Stewart, president, Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John F. Steel, ...	Pittsburgh.	James A. McDevitt.	Lancaster, Pa.
Charles H. McKee, ...	do.	A. M. Neeper, ...	Pittsburgh.

Date of annual meeting for election of directors: Second Monday of January of each year.

By whom is the road operated: Not in operation.

General offices of the company at Pittsburgh.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company has not procured the consent of councils to construct its railway, and hence nothing has been done in the way of its construction.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the corner of Washington street and Ellsworth avenue, by Washington street to Sheridan avenue; thence by Sheridan avenue to Broad street; thence by Broad street to Hiland avenue; thence by Hiland avenue to Ellsworth avenue; thence by Ellsworth avenue to Barton street; thence by Barton to Forbes street, and returning by same route to place of beginning.

EAST HARRISBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John Q. Denney,	Harrisburg, Pa.
Vice President,	T. D. Greenawalt,	do.
Secretary,	Wm. J. Calder,	do.
Treasurer,		
Auditors,	D. Fleming,	do.
	Jas. M. Cameron,	do.
	C. E. Bailey,	do.
Superintendent,	F. B. Musser,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John Q. Denney,	Harrisburg, Pa.	Chas. L. Bailey,	Harrisburg, Pa.
George Pancake,	do.	John Hoffer,	Harrisburg, Pa.
D. Fleming,	do.	E. C. Felton,	Steelton, Pa.
Jas. M. Cameron,	do.	Geo. H. Stewart,	Shippensburg, Pa.
T. D. Greenawalt,	do.		

With what other companies consolidated? Harrisburg City Passenger Railway Company.

Date of consolidation: May 1, 1891.

General office of the company at South Cameron street, Harrisburg, Pa.

For information relating to this report, address Wm. J. Calder, treasurer, postoffice box 394, Harrisburg, Pa.

What kind of power is used for propelling the cars on your road? Electricity, "over-head" system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

In 1886, July 6, a meeting of citizens holding property on Allison's Hill was held in the house of the Mt. Pleasant Fire Company, for the purpose of talking over the project of building a line of street railway to be operated by horse power to connect the hill with the central portion of the city; an enthusiastic meeting resulted, the stock was subscribed and after electing a president and board of directors a charter was procured, bearing date of July 21, 1886. The Allison Hill line was built and operated by horse power until the 17th of July, 1888. In December, 1887, the Steelton line was completed, and was operated by horse power until July 17, 1888, when both lines were equipped for operating by electricity. Since the time our lines were equipped with electrical appliances we have had the most satisfactory results, and although we were one of the pioneer electric railway companies, and our experience has been an expensive one at the beginning, yet we now feel compensated by the results that have followed. The law of 1886 having been declared unconstitutional, we applied for a new charter under the law of 1889, which was granted to us June 28, 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Steelton line—On Market street from canal to Cameron; on Cameron to Shaonis street, continuing on Harrisburg and Middletown Turnpike road to the eastern limits of the borough of Steelton.

Allison's Hill line—On Market street from canal to Thirteenth street; on Thirteenth street to Derry street; on Derry street to Twenty-first street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of five sold for	25

SUMMARY OF PAYMENTS.

For construction,	$33,619 28
For equipment,	16,192 27
For maintaining the road or real estate of the corporation, and operating the road,	34,402 18
For interest and discount,	979 17
For dividends,	12,500 90
For miscellaneous,	3,249 15
For municipal taxes,	1,762 46
For state taxes, $478.66; county, $23.75,	502 41
Total,	$103,209 82

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$2,082 80	Capital stock,	$125.000 00
Office furniture,	539 23	Bills payable (notes, etc.,)	35.761 76
Real estate,	19,914 30	Surplus,	29,505 82
Coal,	429 39		
Surplus,	412 88		
Construction, Hill,	12.271 32		
Construction, Steelton,	36,189 86		
Extension, Hill and Steelton,	5,742 77		
Equipment,	52,195 23		
Replace of line,	2,728 61		
Replace of track,	2.467 06		
Replace of building,	2.418 51		
Replace of cars,	19,039 55		
Betterment of track,	3,587 55		
Sweeper,	3,929 19		
Engine room, L. L.,	1,766 80		
Line, L. L.,	13,443 59		
Track, L. L.,	10,527 73		
Equipment, L. L.,	149 84		
Building, L. L.,	209 78		
Thomson-Houston Electric Company,	116 68		
C. Houser,	105 00		
Total,	$190,267 58	Total,	$190,267 58

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 10, 1891, 5 per cent.; July 10, 1891, 5 per cent.

Paid in dividends, cash,	$12,502 25
Balance for the year, or surplus,	22,843 23
Surplus at commencement of the year,	6,662 59
Total surplus,	29,505 82

IMPORTANT CHANGES DURING THE YEAR.

May 1, 1891, a lease was effected with the Harrisburg City Passenger Railway Company, by which all rights, privileges, etc., to operate the road was granted to this company for ninety-nine years.

EAST READING RAILROAD COMPANY.

OFFICERS.

TITLE.	NAMES.	TITLE.	NAMES.
President,	A. J. Brumbach.	Treasurer,	Isaac W. Levan.
Vice President,	J. G. Leinbach.	General Manager,	Mahlon Shaaber.
Secretary,	Mahlon Shaaber.	General Superintendent,	Mahlon Shaaber.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. G. Leinbach,	Reading, Pa.	J. A. Strohecker,	Reading, Pa.
F. P. Esterly,	Black Bear Inn, Exeter twp.	George W. Bard,	Reading, Pa.
		Wm. R. McIlvain,	Reading, Pa.
John H. Printz,	Reading, Pa.	A. H. Fegely,	Reading, Pa.

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated? East Reading Railroad Company.

General offices of the company at Reading, Pa.

For information relating to this report, address Mahlon Shaaber, care East Reading Railroad Company, Reading, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Commenced operation November 27, 1888.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Ninth and Penn to Chestnut, to Tenth, to Muhlenberg, to Fourteenth, to Fairview, to Black Bear inn, Exeter township. With branch road from Denglers to Stony creek.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Coupon books sold 15 rides for	50

SUMMARY OF PAYMENTS.

For construction,	$14,923 02
For equipment,	18,083 00
For maintaining the road or real estate of the corporation, and operating the road,	11,025 31
For interest,	2,368 00
For municipal taxes,	50 00
For state taxes,	322 55
Total,	$46,771 88

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$51,260 26	Capital stock,	$100,000 00
Equipment,	45,363 72	Passenger receipts, six months,	7,508 69
Operating,	4,866 08	Profit and loss,	1,702 14
Electric equipments,	111 23	Bills payable,	500 00
Cash,	2,727 41		
Blank books, etc.,	3 25		
Expenses,	860 33		
Real estate (purchased),	4,300 00		
Land damages,	90 00		
Railway repairs,	128 55		
Total,	$109,710 83	Total,	$109,710 83

IMPORTANT CHANGES DURING THE YEAR.

Branch road built from Denglers to Stony Creek Mills during the year.

EASTON, SOUTH EASTON AND WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. A. Sage,	Easton, Pa.
Secretary and Treasurer,	H. W. Cooley,	do.
Auditor,	H. T. Buckley,	do.
General Superintendent,	Leander Stem,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. A. Sage, Jr.,	Easton, Pa.	W. F. Disosway,	New York city, N.Y.
Frank R. Sage,	do.	Gamble Young,	South Easton, Pa.
Fred. Green,	do.	Peter S. Beidler,	South Easton, Pa.
W. S. Hulick,	do.		

Date of annual meeting for election of directors: Second Tuesday of January.

By whom operated: The Easton, South Easton and West End Passenger Railway Company.

General offices of the company at 348 Northampton street, Easton, Pa.

For information relating to this report, address H. W. Cooley, secretary, Easton, Pa.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original companies—The Easton and South Easton Passenger Railway Company, date of charter March 27, 1866. The West Ward Passenger Railway Company, date of charter May 5, 1871. The Easton and South Easton Passenger Railway Company reorganized May 4, 1886, under same name. The West Ward Passenger Railway Company reorganized September 2, 1884, under name of the West End Passenger Railway Company.

The two companies merged and consolidated June 1, 1886, under present title, The Easton, South Easton and West End Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at the grounds of the Farmers' and Mechanics' Institute; thence through Butler street to Sixteenth street; thence through Sixteenth street to Washington street; thence through Washington street to Walnut street; thence through Walnut street to Sixth and Northampton streets; thence down Northampton street to the Public Square and Third street; thence through Third street over the bridge, crossing the Lehigh River to South Easton; thence by Canal street and the public highway to the Lehigh Valley railroad shops, corner of Canal and Lehigh streets, South Easton.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For equipment,	$1,350 00
For maintaining the road or real estate of the corporation, and operating the road,	13,545 92
For interest,	230 12
For payments to loan account,	1,477 75
Total,	$16,603 79

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment, including real estate,	$152,685 36	Capital stock,	$120,000 00
Cash,	264 61	Pennsylvania Motor Company lease,	11,159 31
		Bills payable,	2,849 20
		Loans,	4,726 37
		Profit and loss.	14,215 09
Total,	$152,949 97	Total,	$152,949 97

ELLSWORTH PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thos. S. Bigelow,	Pittsburgh.
Treasurer,	J. H. Stuart,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thos. S. Bigelow,	Pittsburgh.	F. C. Brittain,	Pittsburgh.
G. W. Elkins,	do.	G. H. Speer,	do.
Joseph Stewart,	do.		

Date of annual meeting for election of directors: January 15, 1891.

By whom is the road operated? Road not in operation.

General offices of the company at Pittsburgh.

For information relating to this report, address J. H. Stuart, treasurer, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated August 14, 1889, but through inability to obtain an ordinance granting consent of councils to the construction of the road, the road was never built.

EMPIRE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James McManes,	Philadelphia.
Secretary and Treasurer,	D. W. Dickson,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William H. Kemble,	Philadelphia.	William McClary,	Philadelphia.
William L. Elkins,	do.	George H. Colket,	do.
P. A. B. Widener,	do.		

Date of annual meeting for election of directors: First Monday in January of each year.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner Forty-first and Haverford streets, Philadelphia.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Horse power.

ERIE CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. W. Reed.	Erie, Pa.
Secretary,	J. S. Sternberg,	do.
Treasurer,	Wm. Spencer,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. H. Caughey,	Erie, Pa.	George P. Griffith,	Erie, Pa.
Louis Streuber,	do.	E. W. Reed.	do.
S. M. Kellogg.	do.	Charles Fallis,	do.
S. A. Davenport,	do.		

Date of annual meeting for election of directors: First Monday in May of each year.

By whom is the road operated? Erie Electric Motor Company.
General offices of the company at Erie, Pa.
For information relating to this report, address J. S. Sternberg, secretary.
What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, March 1, 1867.
For details of this road reference is respectfully made to the report of the Erie Electric Motor Company, by whom this road is operated.

ERIE ELECTRIC MOTOR COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. S. Casement,	Painesville, Ohio.
Vice President,	John C. Brady,	Erie, Pa.
Secretary and Treasurer,	J. L. Sternberg,	Erie, Pa.
General Manager,	J. F. Pfetch,	Erie, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. S. Casement,	Painesville, O.	Wm. W. Reed,	Erie, Pa.
S. T. Everett,	Cleveland, O.	J. L. Sternberg,	Erie, Pa.
John C. Brady,	Erie, Pa.		

Date of annual meeting for election of directors: Third Tuesday in November.
By whom is the road operated? Erie Electric Motor Company.
General offices of the company at Erie, Pa.
For information relating to this report, address J. L. Sternberg, secretary and treasurer, Erie, Pa.
What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered October 8, 1888. During the year 1888 the Erie Electric Motor Company secured a controlling interest in the Erie City Passenger Railway Company and leased its lines, franchises, etc., for a term of 999 years.
Electricity has been substituted for horse power over the entire system.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Main Line—Beginning at the public dock; thence southwardly along and through State street to Eighteenth street; thence west on Eighteenth street to Beach street; south on Beach street to Twenty-sixth street.
Fourth Street Branch—Beginning at the intersection of State and Fourth streets; thence westwardly through Fourth street to Cascade street.
Sixth Street Branch—Beginning at the intersection of State and Sixth streets; thence eastwardly through Sixth street to Wayne street.
Eighth Street Branch—Beginning at the intersection of State and Eighth streets; thence westwardly through Eighth street to Cranberry street (city limits); continuing from Cranberry street westwardly along the Lake road in Mill Creek township

to Trinity Cemetery; thence northwardly from Trinity Cemetery to Massausauga Point Hotel, at the head of Presque Isle Bay.

Eleventh Street Branch—Beginning at the intersection of State and Eleventh streets; thence eastwardly through Eleventh street to Perry street.

East Eighteenth Street Branch—Beginning at the intersection of State and Eighteenth streets; thence eastwardly through Eighteenth street to East avenue.

West Eighteenth Street Branch—Beginning at the intersection of State and Eighteenth streets; thence westwardly through Eighteenth street to Cascade street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00

SUMMARY OF PAYMENTS.

For construction,	$14,989 39
For equipment,	35,572 73
For maintaining the road or real estate of the corporation, and operating the road,	85,991 20
For interest,	14,295 74
For municipal taxes,	166 10
For state taxes,	1,491 21
Total,	$152,506 37

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$395,885 23	Capital stock,	$400,000 00
Equipment,	232,335 91	Funded debt,	200,000 00
Real estate,	30,325 17	Mortgage debt,	2,000 00
Office furniture,	133 00	Bills payable,	43,625 00
Ledger balances,	45 00	Profit and loss,	18,401 54
Cash on hand,	5,302 23		
Total,	$664,026 54	Total,	$664,026 54

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$10,537 48
Surplus at commencement of the year,	7,864 06
Total surplus,	$18,401 54
Surplus invested as follows:	
Cash and loans,	$5,302 23
Material, fuel and stores,	13,099 31

EXCHANGE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. S. Lydick,	Pittsburgh.
Secretary,	H. W. Mitchell,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. B. Hamilton, ...	Pittsburgh.	William Bradley, ...	Pittsburgh.
John E. Ream, ...	do.	Newton Petrie, ...	do.

By whom is the road operated? Not operated.
General offices of the company at Pittsburgh, Pa.
For information relating to this report, address C. H. McKee, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under act of 1889.
An ordinance is now pending in Pittsburgh councils under which company expects to procure authority to construct its railway, but nothing yet done in the way of construction.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the intersection of Fourth avenue and Market street, in the city of Pittsburgh; thence with single or double lines of track, along Market street to the intersection of the northeastern side of the Market House square.

FAIRHILL PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	D. C. Golden, ...	Philadelphia.
Secretary, ... } Treasurer, ... }	Hyland C. Murphey, ...	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Shelmerdine, . . .	Philadelphia.	J. Levering Jones, ...	Philadelphia.
R. N. Carson, ...	do.	Samuel Moore, Jr., ...	do.
E. J. Moore, ...	do.		

Date of annual meeting for election of directors: Second Monday in January.
General offices of the company at Eighth and Dauphin streets, Philadelphia.
For information relating to this report, address H. C. Murphey, treasurer, Eighth and Dauphin streets, Philadelahia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, May 20, 1889.
The road has not been built nor operated by the company.

FAIRMOUNT PALACE CAR STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. E. Thompson,	Philadelphia.
Vice President,	Edmund H. Bell,	Philadelphia.
Secretary,	Arthur W. Tobey,	Philadelphia.
Treasurer,	Chas. H. McKee,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. E. Thompson,	Philadelphia.	Joseph Somers,	Philadelphia.
Edmund H. Bell,	do.	Arthur Kennedy,	Pittsburgh.
George J. Elliott,	do.		

Date of annual meeting for election of directors: January 12.

By whom is the road operated? Not yet constructed.

General offices of the company at 259 South Fourth street, Philadelphia, Pa.

For information relating to this report, address Arthur W. Tobey, secretary, 259 South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated under the act of May 14, 1889. Nothing has been done in the way of construction up to the present time.

FAIRMOUNT PARK RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	B. S. Kunkle,	Philadelphia.
Secretary,	Alex. Rennick,	do.
Treasurer,	Alex. Rennick,	do.
General Superintendent,	W. P. Cooper,	do.

DIRECTORS.

NAMES.	RESIDENCE.	NAMES.	RESIDENCES.
B. S. Kunkel,	Philadelphia.	Wm. R. Warner,	Philadelphia.
R. Cresswell,	do.	John C. Bingham,	do.
George W. Hall,	do.	Travis Cochran,	do.

Date of annual meeting for election of directors: May, 1st Monday.

By whom is the road operated? Not built yet.

General offices of the company at Fifteenth and Cumberland streets, Philadelphia.

For information relating to this report, address Alex. Rennick, Fifteenth and Cumberland streets, Philadelphia.

What kind of power is used for propelling the cars on your road? None as yet.

FEDERAL STREET AND PLEASANT VALLEY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. F. Henry,	Allegheny City, Pa.
Secretary,	Wm. H. Graham,	do.
Treasurer,	R. F. Ramsey,	do
General Manager of Electrical Service.	Wm. M. Ramsey,	do.
General Superintendent,	Wm. J. Crozier,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James Andrews,	Allegheny, Pa.	Wm. Roseburg.	Allegheny, Pa.
R. H. King.	do.	O. P. Scaife.	do.
James Hunter,	do.	Samuel C. Grier,	do.
Wm. H. Graham,	do.	Arthur Kennedy.	do.

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated? By the company.

With what other companies consolidated? Peoples' Park Passenger Railway Company, Observatory Hill Passenger Railway Company.

Date of consolidation: July 12, 1889.

General offices of the company at No. 52 Sixth avenue, Pittsburgh.

For information relating to this report, address R. F. Ramsey, treasurer, No. 52 Sixth avenue, Pittsburgh.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter of Federal Street and Pleasant Valley Railway Company, March, 1868; completed on or about October 15, 1868. Date of charter of the Peoples' Park Passenger Railway Company, December 9, 1881; completed July 5, 1882. Date of charter of the Observatory Hill Passenger Railway Company, June 7, 1886; completed in 1888.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Irwin avenue division (main line)—From car house, Charles street, Allegheny, to Taggart, to Brighton, to West End avenue, to Fremont, to Jackson, to Monterey, to North avenue, to Federal, to Ohio, to Sandusky, to Lacock, to Anderson, to bridge, across bridge to Duquesne Way, to Seventh street, to Liberty, to Sixth avenue, to Central station, return via Smithfield, to Seventh avenue, to Liberty, to Ninth street, to bridge, to Anderson, to Monterey, to Taylor avenue, to Irwin avenue, to Washington avenue, to Taggart, to Sarah, to car house.

Madison avenue division—Car house, East street, to North avenue, to Sandusky, to Ohio, to Union avenue, to Church, to Anderson, to bridge, to Ninth, to Liberty, to Seventh avenue, to Smithfield, to postoffice, returning via main line to North avenue; thence to stable on East street by original route.

Perrysville avenue division—From station on Perrysville avenue, near city line, to Federal, to Ohio, connect with main line to Central station, return via same route.

California avenue division—From station near Wood's run, on California avenue, to Sedgewick, to Washington avenue—Fremont street connect with main line to Central station, return via same route to Montgomery avenue, to Arch, to Jackson, to Fremont, and thence to station as before.

Mount Troy division—From car house on Lowrie street, to Gardner, to Troyhill road, to William, to Green, to Second, to East, to North avenue, to Sandusky street, connect with Madison avenue division, to postoffice, return via same route to North avenue, to Madison, to Perry, to Troyhill road, to car house.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For construction,	$201,409 14
For equipment,	67,206 86
For maintaining the road or real estate of the corporation, and operating the road,	235,287 10
For interest,	27,000 00
For dividends,	78,000 00
For fixed charges, taxes—municipal and state, etc.,	4,050 00
Total,	$612,953 10

GENERAL BALANCE SHEET.

DR.		CR.	
Franchises,	$800,000 00	Capital stock,	$1,300,000 00
Construction,	865,599 59	Bonds,	525,000 00
Equipment,	475,370 69	Bills payable,	233,000 00
Real estate,	84,000 00	Corporations,	126,016 66
Cash,	10,748 67	Car house mortgage,	15,000 00
Car house property,	30,000 00	Individuals,	4,000 00
Accounts receivable,	16,359 92	Unclaimed dividends,	405 78
Office cash,	500 00	Coupons (unclaimed interest),	246 52
		Surplus,	78,909 91
Total,	$2,282,578 87	Total,	$2,282,578 87

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1890, 3 per cent. on $1,300,000.00; January, 1891, 3 per cent. on $1,300,000.00.

Paid in dividends, cash,	$78,000 00
Paid fixed charges account,	$17,550 00
Balance for the year, or surplus,	17,468 38
Surplus at commencement of the year,	61,441 53
Total surplus,	$78,909 91

Surplus invested as follows:

Cash and loans,	$11,248 67
Balance of accounts due company,	12,359 92
Car house property,	30,000 00
Other items,	25,301 32

IMPORTANT CHANGES DURING THE YEAR.

During the year the corporation has leased the following roads, viz: Allegheny and Bellevue Street railway, Allegheny Street railway, Perry Street Passenger railway, Troy Hill Passenger railway. The Troy Hill Passenger railway and the Perry Street railway have been completed and are known as the Mount Troy division of the Pleasant Valley system.

The other named railways are now in course of construction but will not be completed for some time.

FIFTH AVENUE, WEST END AND CRAFTON STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Ross J. Beatty,	Pittsburgh.
Vice President,	John W. Magnus,	do.
Secretary,	Wm. J. Post,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Ross J. Beatty,	Pittsburgh.	George W. Hazlett,	Pittsburgh.
John W. Magnus,	do.	R. H. Douglas,	do.
C. L. Netting, Jr.,	do.	Wm. J. Post,	do.

By whom is the road operated? Not yet built.

General offices of the company at Pittsburgh.

For information relating to this report, address Wm. J. Post, care of Carnegie Bros. & Co., Limited, 42 Fifth avenue, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Not constructed yet. Charter dated July 18, 1889.

FORBES STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

Christopher L. Magee, president, Pittsburgh, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George I. Whitney,	Pittsburgh.	H. S. A. Stewart,	Pittsburgh.
George Rice,	do.	F. L. Stephenson,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated? Not in operation.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company has not yet procured the consent of councils to construct its railway, and hence nothing has been done in the way of its construction.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Forbes and Boyd streets, in the city of Pittsburgh; thence along Forbes street to Burton street.

FORT PITT INCLINED RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William Flinn,	Pittsburgh.
Secretary,	S. H. French,	do.
Treasurer,	F. L. Stephenson,	do.
General Superintendent.	S. H. French,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William Flinn,	Pittsburgh.	George I. Whitney,	Pittsburgh.
L. H. Williams,	do.	James J. Booth,	Pittsburgh.
F. L. Stephenson,	do.	S. H. French.	125 Fourth ave., Pittsburgh.

Date of annual meeting for election of directors: Second Tuesday of July of each year.

By whom is the road operated? Fort Pitt Inclined Plane Company.

General offices of the company at No. 125 Fourth avenue.

For information relating to this report, address S. H. French, secretary.

What kind of power is used for propelling the cars on your road? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, June 6, 1881. Name, Fort Pitt Inclined Plane Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	1 00
Tickets in packages of six sold for	25
One-horse,	10
Two-horse,	15
Four-horse,	25

SUMMARY OF PAYMENTS.

For construction,	$4,099 50
For expense, insurance, etc.,	599 08
For interest,	1,800 00
For dividends,	1,200 00
For miscellaneous—gas, $728.40; oil, $61.01; clerk hire, $200.00,	989 41
For municipal taxes,	114 00
Total,	$8,801 99

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of plane,	$97,936 56	Capital stock,	$60,000 00
Cash on hand,	1,426 86	Bonds,	30,000 00
Real estate,	588 40	Profit and loss account,	9,999 87
Cash in hands of conductors,	48 05		
Total,	$99,999 87	Total,	$99,999 87

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: December 31, 1890, 2 per cent.; June 30, 1891, 2 per cent.

Paid in dividends, cash, $1,200 00

FOUNTAIN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES	RESIDENCES.
President,	Wm. R. Johnston,	Bellevue, Pa.
Secretary,	H. W. Mitchell,	Pittsburgh.
Treasurer,	C. H. McKee,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. S. Lydick,	Pittsburgh.	Joseph M. Wilson,	Pittsburgh.
A. C. Steele,	do.	M. F. Maloney,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Not operated.

General office of the company at Pittsburgh.

For information relating to this report, address C. H. McKee, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under act of 1889. Consent of local authorities not yet procured. Nothing done in the way of construction.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the intersection of Boyd street and Forbes street, in city of Pittsburgh; thence along Boyd street and across Fifth avenue to Tunnel street, along Tunnel street to Fountain street, along Fountain street to Seventh avenue, along Seventh avenue to Smithfield street.

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Jeremiah J. Sullivan.	Philadelphia.
Vice President,	George I. Gandy,	do.
Secretary,	Thomas S. Harris,	do
Treasurer,	R. C. Brewster.	do.
General Superintendent,	W. H. Janney,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Alfred Smith,	Philadelphia.	John L. Lawson.	Philadelphia.
John Noblit,	do.	David Fleming	do.
Edgar Fries,	do.	Horace Geiger,	do.
James H. Gay,	do.	Frank Weckerly,	do.
M. W. Lipper,	do.	George I. Gandy,	do.
Charles S. Lincoln,	do.	Thomas McClary,	Wilmington, Del.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? The company.

General offices of the company at 2501 Kensington avenue, Philadelphia.

For information relating to this report, address R. C. Brewster, treasurer.

What kind of power is used for propelling the cars on your road? Horse power and steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under name of the Philadelphia and Delaware River Railroad Company, April 4, 1854; title changed by act of assembly April 9, 1858, to the Frankford and Southwark Philadelphia City Passenger Railroad Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Same as report of 1887; also single track from Sixth and Cumberland streets, along Cumlerland to Jasper, Jasper to Huntingdon, Huntingdon to Sixth; also connection with the Lehigh Avenue Railway Company at Fifth street and Lehigh avenue; also single track on Front street from York to Cambria street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08

SUMMARY OF PAYMENTS.

For construction,	$44,893 33
For equipment (including new passenger cars and horses),	20,897 11
For maintaining the road or real estate of the corporation, and operating the road,	409,391 84
For dividends,	242,500 00
For municipal, state and United States taxes,	52,581 18
Total,	$770,263 46

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, investment and equipment,	$1,387,553 99	Capital,	$1,250,000 00
Cash,	8,942 25	Loans,	38,000 00
		Sinking fund,	1,091 95
		Profit and loss,	107,404 29
Total,	$1,396,496 24	Total,	$1,396,496 24

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1890, 6 per cent. on $1,000,000.00, $60,000.00; October, 1890, 6 per cent. on $1,000,000.00, $60,000.00; January, 1891, 6 per cent. on $1,000,000.00, $60,000.00; April, 1891, 5 per cent. on $1,250,000.00, $62,500.00.

Paid in dividends, cash, ... $242,500 00

FRANKSTOWN AVENUE PASSENGER RAILWAY COMPANY

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John G. Holmes,	Pittsburgh.
Treasurer,	Wm. R. Holmes.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John G. Holmes,	Pittsburgh.	George Rice,	Pittsburgh.
H. S. A. Stewart,	do.	George C. Wilson,	do.
Wm. R. Holmes.	do.		

By whom is the road operated? Not operated.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address John G. Holmes, president.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was duly incorporated August 8, 1889, but no part of the road has yet been built.

FREMONT STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Joseph S. Brown.	Allegheny.
Secretary,	John M. McBride.	Pittsburgh.
Treasurer.	F. L. Stephenson.	Allegheny.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph S. Brown,	Allegheny.	John M. McBride,	Pittsburgh.
F. L. Stephenson,	Allegheny.	Thomas D. Hodkinson,	do.
George I. Whitney,	Pittsburgh.		

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated? Not operated.
General offices of the company at Fourth avenue, Pittsburgh, Pa.
For information relating to this report, address J. M. McBride, care of Whitney & Stephenson, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Nothing further has been done but to introduce ordinances into councils of Allegheny City to obtain municipal consent to construction and operation of road, which ordinances are still pending.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning in Allegheny City at intersection of Allegheny and New Brighton Turnpike road with Ford street, Ford street to Riley alley, to Washington avenue, to Marquis alley, to end thereof.
Connects with Bellevue and Pittsburgh, and Jackson Street railway companies.

GERMANTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES
President,	Craig D. Ritchie.	Philadelphia.
Secretary, Treasurer,	Lewis S. Renshaw,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Craig D. Ritchie,	Philadelphia.	William Dulles,	Philadelphia.
Meyer Siedenbach,	do.	Samuel H. Jarden,	do.
Clarence B. Moore,	do.	Martin V. Burton.	do.

Date of annual meeting for election of directors: Second Monday of June.
By whom is the road operated? People's Passenger Railway Company.
General offices of the company at 1001 Chestnut street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Germantown Passenger railway is leased to the People's Passenger Railway Company of Philadelphia, for nine hundred and ninety-nine years from October 1, 1881, at an annual rental of $135,000. Lessee pays, in addition to rental, all interest on bonds, taxes, running expenses, etc.
A detailed report will be made by the lessee.

GRANT STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. E. Armstrong,	Sewickley, Pa.
Secretary,	H. W. Mitchell,	Pittsburgh.
Treasurer,	C. H. McKee,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. H. Lee,	Pittsburgh.	R. B. Phillips,	Pittsburgh.
Jesse M. McGeary,	Allegheny, Pa.	John Hennessy,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? The Duquesne Traction Company.
General office of the company at Pittsburgh.
For information relating to this report, address C. H. McKee, Pittsburgh.
What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under act of 1889. Under ordinance approved November 17, 1890, councils of city of Pittsburgh authorized construction of the Grand Street railway over part of its route, to wit: Beginning at intersection of Grant street and Western avenue; thence along Grant street to Sixth avenue.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Along Grant street between Webster avenue and Sixth avenue, a distance of three hundred feet or thereabouts. It connects at each end with the tracks of the Central Passenger railway.

GLENSHAW STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Jacob I. Keil,	Pittsburgh.
Secretary,	Arthur Kennedy,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jacob I. Kiel,	Pittsburgh.	Arthur Kennedy,	Pittsburgh.
P. W. Seibert,	do.	G. W. Williams,	do.
C. VanBuren, Jr.,	do.		

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated? By itself.
General offices of the company at Pittsburgh.
For information relating to this report, address Hon. Walter Lyon, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under act of 1889.
Has not secured consent of local authorities to construct its railway.

GREEN AND COATES STREET PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Moses A. Dropsie	Philadelphia.
Secretary and Treasurer	Lewis S. Renshaw	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES
James McManes	Philadelphia.	Meyer Siedenbach	Philadelphia.
Phineas Fries	do.	Clarence B. Moore	do.
William Dulles	do.	Mayer Troutman	do.
Charles J. Walton	do.	Joseph Koch	do.
James F. Sullivan	do.	Martin V. Burton	do.
Oliver Hopkinson	do.	Benjamin F. Hart	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? People's Passenger Railway Company.
General office of the company at 1001 Chestnut street, Philadelphia.
What kind of power is used for propelling the cars on your road? Horses.

NOTE.—The Green and Coates Streets Passenger railway was leased to the People's Passenger Railway Company for the term of nine hundred and ninety-nine years from September 1, 1881, for rental of $60,000 per annum.

A detailed report will be made by the lessee.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Dividends 12 per cent. per annum, payable quarterly.
Paid in dividends, cash, ... $60,000 00

GREENSBURG AND HEMPFIELD ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	R. S. Jamison,	Greensburg, Pa.
Secretary,	Edward Donohoe,	do.
Treasurer,	W. A. Huff,	do.
General Manager,	F. Y. Clopper,	do.
Superintendent,	Otto F. Grimes,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
F. Y. Clopper,	Greensburg, Pa.	John B. Head,	Greensburg, Pa.
Thomas Donohoe,	do.	R. S. Jamison,	do.
George F. Huff,	do.		

Date of annual meeting for election of directors: Second Monday of January every year.

By whom is the road operated? Greensburg and Hempfield Electric Street Railway Company.

With what other companies consolidated? Greensburg and Suburban Street Railway Company, Greensburg Street Railway Company.

Date of consolidation: With Greensburg Street railway, May 13, 1890, with Greensburg and Suburban Railway Company, June 27, 1890.

General offices of the company at Greensburg, Pa.

For information relating to this report, address Edward Donohoe, Greensburg, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted September 27, 1890, to Greensburg and Hempfield Electric Railway Company. Company organized September 29, 1890, and books opened for subscription to capital stock of said company. All the stock was subscribed and paid in instalments as called for by the treasurer. The road was put under contract, May 1, 1890, and was finished and fully equipped and turned over to the company, October 20, 1890. One car only was run for some twenty days, and then two cars; three cars are now run at intervals, but not regularly.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at Pennsylvania railroad station on Pennsylvania avenue, running south on same avenue to West Otterman street; east on West Otterman street to Main street; south on Main street to West Pittsburgh street; west on West Pittsburgh street to West Newton road; southwest on West Newtown road to Alexander street; south on Alexander street to Stanton street; west on Stanton street to Green street; south on Green street to Huff road; southwest on Huff road to Huff station.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

SUMMARY OF PAYMENTS.

For construction and equipment, as per contract,	$100,000 00
For maintaining the road or real estate of the corporation, and operating the road,	2,004 67
For interest,	3,039 20
For miscellaneous,	4,124 51
Total,	$109,168 38

GENERAL BALANCE SHEET.

DR.		CR.	
Road bed, track, cars, power house, engine, boilers, electric equipment, etc.	$110,000 00	Capital stock,	$60,000 00
Material on hand.	1,500 00	Funded debt.	50,000 00
Ledger balance,	33 00	Unfunded debt.	6,500 00
Receipts,	7,970 29	Interest.	3,039 70
Profit and loss.	2,393 18	Bills payable,	2,356 77
Total,	$121,896 47	Total,	$121,896 47

GREENFIELD AVENUE RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William Flinn,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Robert L. McCance,	Pittsburgh.	Hatson Hammed,	Pittsburgh.
George W. Rowley, Jr..	do.	Samuel H. Gaust, Jr..	do.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated? Not operated.
General offices of the company at Pittsburgh, Pa.
For information relating to this report, address William Flinn.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under act of 1889. Not yet constructed.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at intersection of Greenfield avenue and Second avenue, Pittsburgh; thence along Greenfield avenue to Lytle avenue.

HARRISBURG CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Henry A. Kelker,	Harrisburg, Pa.
Vice President,	Geo. R. Fleming,	do.
Secretary,	Alex. Roberts,	do.
Treasurer,	Rudolph F. Kelker,	do.
Superintendent,	Harry M. Riley,	do.

DIRECTORS.

NAMES.	RESIDENCE.	NAMES.	RESIDENCES.
Henry A. Kelker,	Harrisburg, Pa.	John T. Ensminger,	Harrisburg, Pa.
George R. Fleming,	do.	George F. Rohrer,	do.
William R. Gorgas,	do.	Harris Cohen,	do.
W. Luther Gorgas,	do.	George W. Reily, M. D.,	do.
James G. M. Bay,	do.	H. M. Kelley,	do.
Elias Z. Wallower,	do.		

Date of annual meeting for election of directors: First Monday of May.

By whom is the road operated? By the above named company until May 1, 1891. On and after May 1, 1891, by the East Harrisburg Passenger Railway Company, to which latter named company the lines were leased from May 1, 1891, for ninety-nine years.

With what other companies consolidated? No other than above named.

General office of the company at 27 South Second street, Harrisburg, Pa.

For information relating to this report, address Rudolph F. Kelker, treasurer, Harrisburg, Pa.

What kind of power is used for propelling the cars on your road? Horses and mules. In June the East Harrisburg Passenger Railway Company began to use an electric car from Market square to Hanna street.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by act of assembly of Pennsylvania in 1861. See pamphlet laws (appendix of 1865, pp. 871 and 872), act approved May 1, 1861. Road built in 1865.

By act of assembly approved April 1, 1873, authority was given to sell the road and to make a deed to the purchaser or purchasers thereof, and granting to them, their heirs and assigns, all the privileges, rights and immunities authorized by the original act of incorporation, and said purchasers incorporated under the name of the Harrisburg City Railway Company.

NOTE.—In the act of 1873, as published in the pamphlet laws of that year, the purchasers are said to be styled the "Harrisburg City Passenger *Railroad* Company," which is a misprint. By reference to the manuscript law in the State Department it will be found that the corporate title is "The Harrisburg City Passenger *Railway* Company."

After the reorganization of the company the tracks were extended from time to time until they cover the streets and route described.

The cars are run only on secular days, and have never been run on the Lord's day by this company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Delaware avenue down Third street to Walnut, out Walnut to Second street, down Second to Vine, out Vine to Race street, down Race street to Hanna street. From McClay street down Sixth and Fourth streets to Chestnut and Second streets. And from the intersection of Riley and Sixth streets down Riley street to Second, to Market square; thence out Market street to Meadow lane, now Canal street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of fifty sold for	2 00

SUMMARY OF PAYMENTS.

For construction, $2,633.50; repairs to track, $641.50; repairs to buildings, $373.03,	$3,648 03
For equipment, harness, $164.71; repairs to cars, $1,654.28; horses, $2,748.50,	4,567 49
For maintaining the road or real estate of the corporation, and operating the road, exclusive of horses, harness, car repairs, rent and taxes,	23,594 43
For interest,	453 34
For dividends,	7,000 00
For taxes on real estate, $130.29; rents, $147.41,	277 70
For state taxes,	652 88
Total,	$40,193 87

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, $94,743 07		Capital stock,	$125,000 00
Equipment, 72,220 86	$166,963 93	Balance,	44,284 96
Cash on hand at close of business June 30, 1891,	2,321 03		
Total,	$169,284 96	Total,	$169,284 96

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: May 12, 1891, issued $25,000 stock to the stockholders pro rata as they respectively stood upon the books of the company, in pursuance of a vote of the stockholders on that date.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: 1890, July 14, dividend 3 per cent. on $100,000, amount of capital at that date, $3,000.00; 1891, January 12, dividend 4 per cent. on $100,000, amount of capital at that date, $4,000.00.

Paid in dividends, stock, $25,000; cash, $7,000,	$32,000 00
Total surplus, balance on hand June 30, 1891, in cash,	2,321 03

IMPORTANT CHANGES DURING THE YEAR.

On the 18th day of April, 1891, in pursuance of authority given by the stockholders at a special meeting called to consider the question, the officers of the Harrisburg City Passenger Railway Company leased the property and franchises of the said company for ninety-nine years, beginning with May 1, 1891, unto the East Harrisburg Passenger Railway Company. Which latter named company took possession of the road, property and franchises of the Harrisburg City Passenger Railway Company upon the said first day of May, 1891. In pursuance of the provisions of the aforesaid lease, the East Harrisburg Passenger Railway Company paid the temporary loans made from the Harrisburg National Bank, in amount $10,000.00, by the Harrisburg City Passenger Railway Company, and assumed the payment also of the municipal and all other taxes levied or to be levied on the Harrisburg City Passenger Railway Company.

HAZELWOOD AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	F. C. Kohne,	Hazelwood avenue, Pittsburgh.
Treasurer,	Charles C. Kohne,	do. do.

DIRECTORS

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Charles C. Kohne,	Hazelwood ave., Pittsburgh.	Charles L. King,	Frank street, Pittsburgh.
W. H. Hoffman,	do. do.	William J. Succop,	Lowry street, Pittsburgh.

By whom is the road operated? Not operated. Construction of road not begun.

General offices of the company at No 141 Fourth avenue, Pittsburgh, Pa.

For information relating to this report, address F. C. Kohne, No. 141 Fourth avenue, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter October 15, 1889. Construction of road not yet begun.

HAZLEWOOD, HOMESTEAD AND BRADDOCK PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James D. Callery.	Pittsburgh.
Secretary,	John W. Taylor,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery,	Pittsburgh.	William J. Burns,	Pittsburgh.
George C. Wilson,	do.	John W. Taylor,	do.
W. N. Callery,	do.		

Date of annual meeting for election of directors: January 15, 1891.

By whom is the road operated? Not constructed.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address John W. Taylor, Pittsburgh, Pa.

HESTONVILLE, MANTUA AND FAIRMOUNT PASSENGER RAILROAD COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Chas. H. Lafferty.	Philadelphia.
Secretary and Treasurer,	F. B. Owen.	——
Assistant Secretary and Treasurer.	E. A. Shunk.	——

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Levi N. Wagner,	Philadelphia.	C. H. R. Triebels,	Philadelphia.
John R. Griffith.	do.	Joseph I. Keefe.	do.
Henry Donohue.	do		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Hestonville, Mantua and Fairmount Passenger Railroad Company.

With what other companies consolidated? Fairmount and Arch Street Passenger Railway Company and Fairmount Passenger Railway Company.

Date of consolidation: December 29, 1864, and February 15, 1865.

General offices of the company at 4300 Lancaster avenue, Philadelphia.

For information relating to this report, address the president or treasurer.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by act of assembly, approved April 6, 1859, and consolidated with the Fairmount and Arch Street Passenger Railway Company, and the Fairmount Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Arch Street. Yellow car—green light. Depot, Forty-third and Lancaster avenue. Down Belmont avenue from Elm avenue to Lancaster avenue, to Haverford street, to Thirty-third, to Spring Garden, to Callowhill street bridge, to Spring Garden, to Twentieth, to Arch, to Second, up Arch to Twenty-first, to Callowhill, to Twenty-third, to Spring Garden street, to Lancaster avenue, to Belmont avenue, to Elm avenue. Time for round trip, one hour and twenty-eight minutes.

Transfer at Thirty-fifth street to Zoological Garden, at depot to Hestonville and George's Hill; at Twentieth and Race, east on Race.

Hestonville branch. Yellow car—red light. Depot, Forty-third and Lancaster avenue. Up Lancaster avenue to Fifty-second street, to George's Hill; return same route to depot. Time for round trip, thirty-five minutes.

Transfer at depot to Arch street branch for city.

Race and Vine Streets. Yellow car—red light. Depot, Twenty-sixth and Callowhill streets. Down Biddle to Twenty-fifth, to Hamilton, to Twenty-second, to Race, to Second, to Walnut, to Dock, to Third, up Third to Vine, to Twenty-third, to Callowhill, to depot. Time for round trip, sixty-five minutes.

Transfer at Twenty-third street to West Philadelphia via Arch street branch; at Twentieth and Race, east on Arch.

RATE OF FAIR FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08

SUMMARY OF PAYMENTS.

For construction,	$526 00
For equipment,	7,613 20
For maintaining the road or real estate of the corporation, and operating the road,	278,058 79
For interest,	35,054 60
For municipal and state taxes,	5,003 92
Total,	$326,256 51

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$410,738 26	Capital stock,	$299,381 36
Equipment,	148,341 70	Funded debt,	499,500 00
Real estate,	319,111 74	Bonds and mortgages and ground rents,	85,599 99
Real estate sales,	14,000 00	Sundry accounts,	24,863 27
Sundry accounts,	512 41	Interest on bonds, unclaimed,	675 00
Cash,	11,852 93		
Profit and loss,	5,462 58		
Total,	$910,019 62	Total,	$910,019 62

HILAND AVENUE STREET RAILWAY COMPANY.

OFFICERS.

George Rice, president, Pittsburgh, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Charles H. McKee,	Pittsburgh.	F. C. Hutchinson,	Pittsburgh.
F. L. Stephenson,	do.	George I. Whitney,	do.

Date of annual meeting for the election of directors: Second Monday of January each year.

By whom is the road operated? Not in operation.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company has not procured the consent of councils to construct its railway, and hence nothing has been done in the way of construction.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the Hiland avenue reservoir in the city of Pittsburgh; thence by Hiland avenue to Penn avenue.

HILAND PARK STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	E. M. Bigelow,	Pittsburgh.
Vice President,	W. J. Smith,	do.
Secretary,	A. M. Neeper,	do.
Treasurer,	J. F. Steel,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. M. Bigelow,	Pittsburgh.	John M. Anderson,	Pittsburgh.
W. J. Smith,	do.	John F. Steel,	do.
James Carothers,	do.		

Date of annual meeting for election of directors: Second Monday of January, each year.

By whom is the road operated? Not operated.

General offices of the company at 410 Smithfield street, Pittsburgh, Pa.

For information relating to this report, address A. M. Neeper, 35 Bakewell Building.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Nothing has been done but introduce ordinances into Pittsburgh councils for right to construct and operate, which ordinances are still pending.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the intersection of Frankstown avenue and Broad street; thence along Broad street, to St. Clair street; thence by St. Clair street to Cromwell street, to Euclid street, to Broad street, to place of beginning.

SUMMARY OF PAYMENTS.

For miscellaneous,	$125 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$1,875 00	Capital stock,	$2,000 00
Profit and loss,	125 00		
Total,	$2,000 00	Total	$2,000 00

STOCK AND DIVIDENDS.

Surplus at commencement of the year,	$1,875 00
Surplus invested as follows:	
Cash and loans,	1,875 00

HIGHLAND STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George W. Rowley, Jr.,	Pittsburgh.
Secretary,	H. W. Mitchell.	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Robert L. McCance,	Pittsburgh.	W. W. Murray,	Pittsburgh.
Joseph M. Wilson,	do.	W. H. Seif,	do.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated? The Duquesne Traction Company.
General offices of the company at Pittsburgh, Pa.
For information relating to this report, address C. H. McKee.
What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 30, 1890, under act May 14, 1889. Consent of local authorities granted February 25, 1890, for construction of railway. Construction proceeded with under contract with Booth & Flinn, contractors.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at intersection of Bryant street and Highland avenue; thence by double track along Highland avenue to Kirkwood street and along Kirkwood street to a point between Collins and Sheridan avenue. Connects at its northern terminus with the Craig Street railway, and at its southern terminus with the Larimer Street railway and Duquesne Street railway, and forms part of the system operated since May 21, 1891, by the Duquesne Traction Company.

GENERAL BALANCE SHEET.

The railway having been constructed under contract, and settlement not having yet been made with the contractors, no balance sheet has been prepared.

HILL TOP TRACTION STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. L. Phillips,	54 Boggs avenue, Pittsburgh.
Secretary,	C. R. Shipler,	Natchez street, Mt. Washington, Pittsburgh.
Treasurer,	Robert Mercer.	

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. C. Mercer,	2325 Sidney street, South Side. Pittsburgh.	C. R. Shepler,	Natchez street, Mt. Washington, Pittsburgh.
H. Marshall,	45 Colwell street, Pittsburgh.	Junius McCormick,	Grand View ave., Pittsburgh.

Date of annual meeting for election of directors: May 1st.

General office of the company at 412 Grant street, Pittsburgh.

For information relating to this report, address C. R. Shepler, Natchez street, Mt. Washington, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company has but a brief history. On or about May 1, 1890, Junius A. McCormick, H. Marshall, J. C. Mercer, C. R. Shepler, R. E. Mercer, W. L. Phillips and W. L. Bird *et al.*, met in pursuance of agreement and organized this company and procured a charter for the same.

So far all efforts to secure permission from the local authorities have failed, and for that reason the road has never been constructed.

HOLMESBURG, FRANKFORD AND TACONY ELECTRIC RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William Miller,	Tacony, Pa.
Treasurer,	Charles A. Porter,	1920 North Thirteenth street, Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. A. Mullen, . . .	Tacony, Pa.	Percival E. Bell, . .	1508 Marshall street, Philadelphia.
David Martin, . . .	1939 North Sixth street, Philadelphia.	John K. Andre, . .	1828 North Twenty-first street, Philadelphia.

Date of annual meeting for election of directors: September, second Monday.

General offices of the company at Room 804 Girard Building, Broad and Chestnut streets, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted 29th of September, 1890. Road is not in operation.

HOWE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	Jos. M. Wilson, ...	Pittsburgh.
Secretary, ...	H. W. Mitchell, ...	do.
Treasurer, ...	C. H. McKee.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. W. Murray, ...	Pittsburgh.	A. J. Edwards, ...	Pittsburgh.
Harry T. Rowley, Jr., ...	do.	S. S. Robertson, ...	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Not yet operated.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address C. H. McKee.

What kind of power is used for propelling the cars on your road? Electric to be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated December 9, 1889, under act May 14, 1889. Consent of local authorities for construction granted February 28, 1890, and construction proceeded with under contract with Booth & Flinn as contractors, and construction not yet completed.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at intersection of Aiken avenue and Ellsworth avenue, along Aiken avenue by double track to Wal-

nut street and with single track to Howe street, and along Howe street to Denniston avenue, and by Denniston avenue to Fifth avenue; also by single track from Aiken avenue, along Walnut street, Emerson avenue and Arabella street to Denniston avenue. Connects at its western terminus with the Duquesne Street railway, and when completed, at its eastern terminus with the Wilkinsburg Street railway, and will form part of the system of railways to be operated by the Duquesne Traction Company.

GENERAL BALANCE SHEET.

Railway not yet completed; no settlement yet made with contractors for its construction and no balance sheet prepared.

JACKSON STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Jos. S. Brown,	Allegheny.
Secretary,	John M. McBride,	Pittsburgh.
Treasurer,	F. L. Stevenson,	Allegheny.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jos. S. Brown,	Allegheny.	John M. McBride,	Pittsburgh.
F. L. Stephenson,	Allegheny.	Thos. D. Hodkinson,	do.
George I. Whitney,	Pittsburgh.		

By whom is the road operated: Not operated.

General offices of the company at Fourth avenue, near Market, Pittsburgh.

For information relating to this report, address J. M. McBride, care of Whitney & Stephenson, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Ordinances have been introduced in Allegheny to obtain municipal consent to construct and operate road, and are still pending, nothing further has been done.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning in Allegheny City at western end of Jackson street; thence along Jackson street to Fremont street, to Pennsylvania avenue, to Irwin avenue, to Western avenue. Connects with Pittsburgh, Allegheny and Manchester Passenger Railway Company, and the Fremont Street Railway Company.

JOHNSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Tom. L. Johnson,	Cleveland, Ohio.
Vice President,	John B. Hoefgen.	Johnstown, Pa.
Secretary,	Benj. L. Yeagley.	Johnstown, Pa.
Treasurer,	Johnson Allen.	Johnstown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Tom. L. Johnson,	Cleveland, Ohio.	Herman Banmer,	Johnstown, Pa.
John B. Hoefgen,	Johnstown, Pa.	B. L. Yeagley.	do.
A. J. Moxham,	Johnstown, Pa.	Johnson Allen.	do.
Alexander Kennedy.	Johnstown, Pa.		

By whom is the road operated? Johnstown Passenger Railway Company.

General office of the company at Central avenue, Johnstown, Pa.

For information relating to this report, address John B. Hoefgen, vice president.

What kind of power is used for propelling the cars on your road? Short electric, Trolly system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted May 8, 1882. Road built during 1882.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Central avenue, Valley pike, Morris street, Franklin street, Main street, Market street, Washington street, Walnut street, Iron street, Front street, Broad street, Fairfield road, River street. Have no connection with other roads.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For construction,	$39,653 60
	3,341 93
For equipment,	77,892 33
For maintaining the road or real estate of the corporation, and operating the road,	10,430 97
For interest,	9,226 89
For municipal taxes.	100 00
For state taxes,	560 70
Total,	$141,206 42

GENERAL BALANCE SHEET.

DR.		CR.	
Expenses,	$11,130 97	Capital stock,	$137,500 00
Track construction,	101,785 26	Bonds,	52,000 00
Electric street construction,	13,038 40	Bond discount,	100 00
Electric plant,	6,713 69	Bills payable,	137,029 47
Power station,	39,901 93	Rent,	75 00
Car house and shop,	6,904 73	Passenger receipts,	20,009 85
Cars,	24,279 23		
Car machinery,	21,965 19		
Real estate,	13,202 00		
Right of way,	1,000 00		
Old tracks,	1,675 92		
Flood loss,	82,101 66		
Stony creek bridge,	3,825 94		
Cash on hand,	9,993 18		
Interest,	9,196 22		
Total,	$346,714 32	Total,	$346,714 32

KITTANNING TRACTION PASSENGER RAILWAY COMPANY

OFFICERS

TITLE.	NAMES.	RESIDENCES.
President,	M. D. Wayman,	Ford City, Pa.
Secretary,	T. Heilman,	Kittanning, Pa.
Treasurer,	M. D. Wayman,	Ford City, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
M. D. Wayman,	Ford City, Pa.	Charles J. Jessop,	Kittanning, Pa.
J. E. Lane,	Parnassus, Pa.	John Wick, Jr.,	do.
A. C. Bailey,	Ford City, Pa.	T. Heilman,	do.
J. D. Bailey,	Ford City, Pa.		

General offices of the company at Kittanning, Pa.

For information relating to this report, address T. Heilman, Kittanning, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter July, 15, 1890. Organized by J. B. Ford, M. D. Wayman, A. C. Bailey, J. E. Lane, C. J. Jessop, W. Reynolds, T. Heilman, J. G. Henry. No work of construction done.

LANCASTER CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John A. Coyle,	Lancaster, Pa.
Vice President,	Dr. M. L. Herr,	do.
Secretary,	J. W. Bausman,	do.
Treasurer,	Edward McGovern,	do.
General Superintendent,	Wm. Ring,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John A. Coyle,	Lancaster, Pa.	J. B. Long,	Lancaster, Pa.
Dr. M. L. Herr,	do.	J. H. Baumgardner,	Lancaster, Pa.
Walter M. Franklin,	do.	A. D. Rohrer,	Lancaster, Pa.
B. J. McGrann,	do.	J. W Bausman,	Lancaster, Pa.
Michael Reilly,	do.	James Young,	Middletown, Pa.
John C. Hager,	do.	J. Edward Ackley,	New York city.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? Lancaster City Street Railway Company.
With what other companies consolidated? East End Street Railway Company.
Date of consolidation: January 29, 1890.
General offices of the company at No. 529 North Prince street.
For information relating to this report, address Edward McGovern, Lancaster, Pa.
What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was granted to the Lancaster City Street Railway Company on November 28, 1883. Capital, $10,000. 5,800 feet of road was built the following spring and opened June 9, 1884. Since then the road has been increased in length by additions and consolidation with East End Street Railway Company, to a length of 5½ miles, and the capital stock has been increased to $160,000.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at the monument in Center square, up East King street to North Duke; out North Duke to Walnut; out Walnut to New Holland pike; thence on New Holland pike to McGrann's Park, a distance of 5,800 feet, return over same route. Also connects with above at Duke and Walnut streets; out Duke to New, to Prince, to James, to North Queen, to Pennsylvania depot, a distance of 6,760 feet; return over same route. Also from East King and Duke, out East King street to Potts' Landing, a distance of 8,860 feet; return over same route. Also from monument down South Queen to Engleside; return over same route.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	5
Tickets in packages of twenty-five sold for	1 00

SUMMARY OF PAYMENTS.

For construction,	$5,162 92
For equipment,	19,910 39
For maintaining the road or real estate of the corporation, and operating the road,	4,408 99
For payments to loan account,	42,809 95
For miscellaneous,	24,777 99
For municipal taxes,	265 50
For state taxes,	798 63
Total,	$98,134 37

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$51,174 44	Capital stock,	$160,000 00
Equipment,	19,073 58	Funded debt,	160,000 00
Real estate,	10,000 00	Unfunded,	9,421 38
Steel rails, tools, etc.,	3,000 00		
Cash on hand,	1,879 02		
Profit and loss,	244,294 34		
Total,	$329,421 38	Total,	$329,421 38

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$1,879 02
Surplus at commencement of the year,	825 34
Total surplus,	$2,704 36

IMPORTANT CHANGES DURING THE YEAR.

During the year the road has been completely changed from horse power to electricity.

LANCASTER AND MILLERSVILLE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John A. Coyle,	Lancaster, Pa.
Vice President,	Dr. M. L. Herr,	do.
Secretary,	J. W. B. Bausman,	do.
Treasurer,	Edward McGovern,	do.
General Superintendent,	William Ring,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John A. Coyle,	Lancaster, Pa.	B. J. McGrann,	Lancaster, Pa.
Dr. M. L. Herr,	do.	John C. Hager,	Lancaster, Pa.
J. W. B. Bausman,	do.	Michael Reilly,	Lancaster, Pa.
J. H. Baumgardner,	do.	James Young,	Middletown, Pa.
W. M. Franklin,	do.	J. Edward Ackley,	New York city.
J. B. Long,	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the board of directors through a committee called the committee of running road.

General offices of the company at No. 529 North Prince street, Lancaster, Pa.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

We are the lessees of the Lancaster and Millersville Narrow Gauge Railroad Company, under whose charter, approved the 10th of May, 1871, the road was constructed.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Begins at Pennsylvania depot, Lancaster, from thence down North Queen street to Centre Square, to West King street, to North Prince street, to West Orange street, to Columbia avenue, to Manor turnpike, to Millersville, to George street, to Frederick street, to depot and stable. Road connects with West End Passenger Railway Company at junction of Columbia turnpike and College avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	15, 10 & 5 cts.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$5,216 20
For dividends,	4,800 00
For municipal taxes,	6 83
For state taxes,	336 96
Total,	$10,359 99

STOCK AND DIVIDENDS.

Paid in dividends, cash,	$4,800 00
Surplus at commencement of the year,	29 75
Surplus invested as follows: Overpaid by treasurer,	337 64

IMPORTANT CHANGES DURING THE YEAR.

During the year the road has been sold to West End Street Railway Company, who will operate the road in the future by electricity.

LANCASTER AND LITITZ RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	John A. Coyle,	Lancaster, Pa.
Vice President,	Dr. M. L. Herr,	Lancaster, Pa.
Secretary,	J. Edward Ackley,	New York city.
Treasurer,	J. Edward Ackley,	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Dr. M. L. Herr	Lancaster, Pa.	J. Edward Ackley	New York city.
John H. Baumgardner	do.	Knight Neftel	New York city.
Walter M. Franklin	do.	John A. Coyle	Lancaster, Pa.
Jacob B. Long	do.		

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated? The road is not yet constructed or operated.

General offices of the company at 120 East King street, Lancaster, Pa.

For information relating to this report, address John A. Coyle, Lancaster, Pa.

What kind of power is used for propelling the cars on your road? None. It is proposed to be operated by electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The date of the original charter is March 29, 1890. The stockholders met and elected a board of directors and a president and vice president, secretary and treasurer. The construction of the road has not been commenced.

SUMMARY OF PAYMENTS.

For miscellaneous, cost of charter, etc.,	$87 00
Total,	$87 00

GENERAL BALANCE SHEET.

Cash in hands of treasurer,	$1,323 00

LARIMER STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	George W. Rowley, Jr.	Pittsburgh.
Secretary	H. W. Mitchell	do.
Treasurer	C. H. McKee	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph M. Wilson	Pittsburgh.	Robert L. McCance	Pittsburgh.
W. W. Murray	do.	William H. Seif	do.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated? The Duquesne Traction Company.
General offices of the company at Pittsburgh.
For information relating to this report, address C. H. McKee.
What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated November 19, 1889, under act of May 14, 1889. Consent of local authorities granted for construction under ordinances of February 28, 1890, and September 29, 1890. Construction proceeded with under contract, with Booth & Flinn as contractors.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at a point on Kirkwood street, between Sheridan and Collins; thence via Kirkwood, Union, Broad, along Frankstown avenue, over track of Citizens' Passenger railway to Lincoln avenue, and along Lincoln avenue, Shelland street, Larimer avenue, Station street, Collins avenue to Kirkwood street, and along Kirkwood street to place of beginning. Connects at its southwestern terminus with the Highland Street railway and the Duquesne Street railway, and forms part of the system operated since May 21, 1891, by the Duquesne Traction Company.

GENERAL BALANCE SHEET.

The railway having been constructed under contract, and no settlement having been made as yet with the contractors, a balance sheet has not been prepared.

LARIMER AND LINCOLN STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thomas S. Bigelow,	Pittsburgh.
Treasurer,	Joseph Stewart,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thomas S. Bigelow,	Pittsburgh.	Joseph Stewart,	Pittsburgh.
G. W. Elkins,	do.	George H. Speer,	do.
F. C. Brittain,	do.		

Date of annual meeting for election of Directors: January 15, 1891.
By whom is the road operated? Not yet in operation.
General offices of the company at Pittsburgh.
For information relating to this report, address Joseph Stuart, treasurer, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was duly incorporated August 14, 1889, but road was not constructed.

LEBANON AND ANNVILLE STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Adolphus Reinoehl,	Lebanon, Pa.
Secretary,	Robert Mitchell,	do.
Treasurer,	Frank H. Reinoehl,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Adolphus Reinoehl,	Lebanon, Pa.	Robert Mitchell,	Lebanon, Pa.
Lyman Nutting,	do.	E. H. Brooks,	Lebanon, Pa.
L. E. Weimer,	do.	W. L. Kreider,	Palmyra, Pa.
J. M. Shenk,	do.	S. L. Brightbill,	Annville, Pa.
H. H. Light,	do.	H. H. Kreider,	Annville, Pa.

Date of annual meeting for election of directors: Second Monday in January in every year.

By whom is the road operated? Not completed. When finished will be operated by the Lebanon and Annville Street Railway Company.

General offices of the company at Lebanon, Pa.

For information relating to this report, address Robert Mitchell, secretary, Lebanon, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Company was chartered, 1891, and work was begun on the construction on May 10, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The road begins at Avon, Pa., and runs along the Berks and Dauphin turnpike to Annville, Pa., through Cumberland street, in the city of Lebanon, and on Eighth street, in the city of Lebanon, from Locust street to Maple street, and along Maple street to the Mt. Lebanon cemetery.

LEHIGH AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Frank Weckerly,	Philadelphia.
Secretary, Treasurer,	R. C. Brewster,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Alfred Smith,	Philadelphia.	E. H. Hults,	Philadelphia.
James F. Sullivan,	do.	Edgar Fries,	do.
John Noblit,	do.		

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? By the company.

General offices of the company at 2501 Kensington avenue, Philadelphia.

For information relating to this report, address R. C. Brewster, treasurer, 2501 Kensington avenue, Philadelphia.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated December 18, 1873.

Construction of track was begun in 1887; commenced service May 1, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On Lehigh avenue from Fifth street to Park avenue, Somerset street and Glenwood avenue. On Lehigh avenue from about Twentieth street to Ridge avenue.

Double track with exception of about 500 feet.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$295,663 44	Capital,	$300,000 00
Equipment,	15,335 47	Bills payable and mortgage,	44,500 00
Ledger accounts,	75 00	Cash,	1,096 56
Profit and loss,	34,522 65		
Total,	$345,596 56	Total,	$345,596 56

IMPORTANT CHANGES DURING THE YEAR.

In January the motive power was changed from electricity to horse power.

LOMBARD AND SOUTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	E. B. Murphey,	Philadelphia.
Secretary,	R. B. Selfridge,	do.
Treasurer,	R. B. Selfridge,	do.
Auditor,	Samuel Moore, Jr.,	do.
General Superintendent,	J. H. Fresh,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Edward J. Moore,	Philadelphia.	William H. Shelmerdine,	Philadelphia.
Edward Samuel,	do.	William Rotch Wister,	do.
Robert N. Carson,	do.		

Date of annual meeting for election of directors: First Tuesday in November.

By whom is the road operated? Lombard and South Streets Passenger Railway Company.

General offices of the company at 2509 South street, Philadelphia.

For information relating to this report, address R. B. Selfridge.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter May 16, 1861.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Main line.—Twenty-fifth and Lombard streets to Front street, to Market street (track on Dock street to Delaware avenue); returning by way of Front street to South street, out South street to depot, Twenty-fifth and South streets.

Passyunk avenue division.—From depot, Thirteenth street and Snyder avenue to Twelfth street, to Dickinson street, to Eighth street, to Christian street, to Fifth street, to Lombard street, to Front street, to South street, to Passyunk avenue, to Juniper street, to Snyder avenue, to Broad street.

Point Breeze extension.—From depot, Thirteenth street and Snyder avenue, on Snyder avenue to Passyunk avenue, to Schuylkill river bank and return by same route to depot.

West Philadelphia division.—From Twenty-fifth and South streets, to Thirty-eighth and Spruce streets, to Hutton street, via Thirty-eighth street and Lancaster avenue, to Fortieth street, to Spruce street, to depot.

Thirty-third street division.—From Thirty-third and Spruce streets, to Zoological Garden, via Thirty-third street to Eadline avenue, to Thirty-fifth street, returning by way of Thirty-fifth and Thirty-sixth streets, to Walnut and Thirty-third streets, to Spruce street, to depot, Twenty-fifth and South streets.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08
Exchange tickets with Omnibus Company General,	06

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$210,207 95
For interest,	12,983 53
For dividends,	100,000 00
For new passenger cars and horses,	13,135 50
For miscellaneous,	2,137 69
For municipal taxes,	4,351 55
For state taxes,	6,493 39
Total,	$349,309 61

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$3,870 66	Capital stock,	$374,842 50
Construction,	589,354 52	Five per cent. bonds,	150,000 00
Equipment,	88,196 24	Seven per cent. bonds,	101,100 00
Real estate,	132,362 66	Mortgage and ground rents,	19,010 00
Improvement account,	575 74	Premium account,	16,300 00
Sundry accounts,	59,176 24	Profit and loss,	212,283 56
Total,	$873,536 06	Total,	$873,536 06

STOCK AND DIVIDENDS

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: October 31, 1890, 8 per cent; April 30, 1891, 8 per cent.
Paid in dividends, cash, ... $100,000 00

MANAYUNK AND ROXBOROUGH INCLINED PLANE AND RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Charles J. Walton,	Roxborough, Philadelphia.
Secretary,	W. H. Lewis,	Roxborough, Philadelphia.
Treasurer,	C. J. McGlinchy,	Manayunk, Philadelphia.
General Superintendent,	Albert Tibben.	

DIRECTORS.

NAMES.	RESIDENCES.	NAMES	RESIDENCES.
William Ring,	Roxborough, Philadelphia.	C. J. McGlinchy,	Manayunk, Philadelphia.
J. Vaughn Merrick,	do. do.	Wm. J. Donahue,	Roxborough, Philadelphia.
H. G. Jones,	do. do.	John C. Klauder,	Philadelphia.
Benj. Haney,	do. do.		

Date of annual meeting for election of directors: Second Wednesday in February.

By whom is the road operated? By the above company.

General office of the company at Roxborough, Philadelphia.

For information relating to this report, address W. H. Lewis, secretary, Roxborough, Philadelphia.

What kind of power is used for propelling the cars on your road? Horse power only.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was approved April 9, 1873. The capital stock authorized $100,000 in shares of $25 each. Actual stock issued, 2,339 shares, on which $25 per share has been paid. Total stock capital $58,475. The construction of the road began August 18, 1874, and completed November 19, 1874, at a cost of $8,100 per mile. Total length, 5 miles and 2,200 feet. Road opened November 21, 1874.

Its route lies through a surburban portion of the city, connecting with the Reading railroad trains at Wissahiccon station to and from the business portion of the city. The company thus far has been only enabled to sustain its expenses, and the renewal of its road bed incidental to the ordinary wear and tear, and in addition thereto add an additional track to such portions of its route as are curbed and paved.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On Ridge avenue from Wissahiccon station of the Norristown branch of the Reading railroad, north to Barren Hill in Montgomery county, to a point about one mile above the Philadelphia county line.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 06
Tickets in packages of five sold for	25
Children's tickets in packages of eight for	25

SUMMARY OF PAYMENTS.

For construction,	$243 34
For maintaining the road or real estate of the corporation, and operating the road,	17,936 71
For interest,	100 00
For municipal taxes,	74 43
For state taxes,	150 43
Total,	$18,504 91

GENERAL BALANCE SHEET.

DR.		CR.	
Road bed and real estate,	$2,155 02	Railway passenger receipts, etc.,	$20,311 81
Construction account,	243 34		
Operating expenses,	15,781 69		
Interest,	100 00		
Taxes,	224 86		
Balance to the credit of profit and loss,	1,806 90		
Total,	$20,311 81	Total,	$20,311 81

STOCK AND DIVIDENDS.

The road has made no dividends since its organization.

MAHANOY CITY, SHENANDOAH, GIRARDVILLE AND ASHLAND STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	P. J. Ferguson.	Shenandoah, Pa.
Vice President,	S. W. Yost,	do.
Secretary,	John F. Finney.	do.
Treasurer,	C. E. Titman,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
O. A. Keim,	Shenandoah.	Wm. Kimmel,	Shenandoah.
P. J. Gaughn,	Shenandoah.	John F. Finney,	Shenandoah.
D. D. Phillips,	Gorden.	S. W. Yost,	Shenandoah,
Elias Davis,	Broad Mountain.	P. E. Buck,	Ashland.
J. J. Franey,	Shenandoah.	E. C. Price,	Ashland.
B. J. Monaghan,	Shenandoah.	C. Eberlie,	Girardville.

Date of annual meeting for election of directors: First Monday in January.
By whom is the road operated? Has not been constructed.
General offices of the company at Shenandoah, Pa.

MANORVILLE TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	M. D. Wayman,	Ford City, Pa.
Secretary,	T. Heilman,	Kittanning, Pa.
Treasurer,	M. D. Wayman,	Ford City, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
M. D. Wayman,	Ford City, Pa.	Chas. J. Jessop,	Kittanning, Pa.
J. E. Lane,	Parnassus, Pa.	John Wick, Jr.,	do.
A. C. Bailey,	Ford City, Pa.	T. Heilman,	do.
J. D. Bailey,	Ford City, Pa.		

General offices of the company at Kittanning, Pa.
For information relating to this report, address T. Heilman, Kittanning, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter July 15, 1890.
Organized by J. B. Ford, M. D. Wayman, A. C. Bailey, James E. Lane, C. J. Jessop, W. Reynolds, T. Heilman, J. G. Henry.
No work of construction done.

MANSFIELD AND CHARTIERS STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. J. McQuitty,	Mansfield, Pa.
Secretary,	Robert S. Frazer,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. J. McQuitty,	Mansfield, Pa.	William Hill,	Mansfield, Pa.
Geo. Z. Hosak,	do.	Robert S. Frazer,	Pittsburgh.
Robert Christy,	do.		

By whom is the road operated? Not yet in operation.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Robert S. Frazer, 110 Diamond street, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road? Will use electric power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated May 31, 1890, with a proposed capital stock of $15,000. The company has presented ordinances to the councils of the boroughs of Mansfield and Chartiers, for the right to use the streets in said boroughs covered by the charter of the company, but action has not yet been taken by said councils upon the ordinances.

MANSFIELD VALLEY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William J. Burns,	Pittsburgh.
Secretary,	John W. Taylor,	do.
Treasurer,	John S. Scully,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William J. Burns,	Pittsburgh.	J. V. Patton,	Pittsburgh.
John S. Scully,	do.	George C. Wilson,	do.
James D. Callery,	do.		

Date of annual meeting for election of directors: January 15, 1891.

By whom is the road operated? Road not constructed.

General offices of the company at Pittsburgh.

For information relating to this report, address John W. Taylor, secretary, Pittsburgh.

MARKET SQUARE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Robert S. Frazer,	Pittsburgh.
Secretary,	H. W. Mitchell,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Albert J. Edwards,	Pittsburgh.	Joseph M. Wilson,	Pittsburgh.
Joseph Mitchell,	do.	W. W. Murray,	do.

Date of annual meeting for election of directors: Second Monday in January.
General offices of the company at Pittsburgh.
For information relating to this report, address Robert S. Frazer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under act of 1889. Consent of local authorities not yet procured. Nothing done in way of construction.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at corner of Liberty and Market streets to North Diamond square; along North Diamond square, East Diamond square, South Diamond square and West Diamond square to Union street; along Union street to Diamond street; along Diamond street to Liberty street; along Liberty street to Third street; along Third street to Duquesne way; thence returning along Third street to Liberty street; along Liberty street to West Diamond square or Union street, and along same and across Fifth avenue to Liberty street, and along Liberty street to Market street.

MARKET STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George W. Rowley, Jr.,	Pittsburgh.
Secretary,	H. W. Mitchell,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. H. Seif.	Pittsburgh.	Robert L. McCance, ...	Pittsburgh.
W. W. McMurray, ...	do.	Joseph M. Wilson, ...	do.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? Part constructed and operated by Duquesne Traction Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address C. H. McKee.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated July 30, 1890, under act of May 14, 1889. Consent of local authorities granted for construction February 28, 1890. Railway is part constructed under contract with Booth & Flinn as contractors.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at eastern end of Diamond street, in city of Pittsburgh; thence by double track to Ross street, and thence by single track to Grant street, where connection is made with tracks of Central Passenger railway; also a branch or extension by single track from Diamond street, along Ross street to Fourth avenue, and along Fourth avenue to Grant street, where connection is made with track of Central Passenger railway. Balance of railway not yet constructed. The portion of railway constructed has been operated since May 21, 1891, as part of the system of the Duquesne Traction Company.

GENERAL BALANCE SHEET.

Railway only in part constructed; settlement not yet made with contractors and no balance sheet prepared.

MARSHALL STREET RAILWAY COMPANY OF THE CITY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	Wm. H. Kemble, ...	Philadelphia.
Secretary, ...	D. W. Dickson.	do.
Treasurer.		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Kemble, ...	Philadelphia.	Clay Kemble, ...	Philadelphia.
David H. Lane, ...	do.	John B. Peddle, ...	do.
George D. Widener, ...	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Horse power.

McKEESPORT AND DUQUESNE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	E. P. Douglass,	McKeesport, Allegheny county, Pa.
Secretary,	J. C. Smith,	do. do.
Treasurer,	W. B. Peters,	do. do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. P. Douglass,	McKeesport, Allegheny co., Pa.	E. T. Woods,	McKeesport, Allegheny co., Pa.
J. C. Smith,	do. do.	Thos. Reynolds,	Reynoldton, Allegheny co., Pa.
O. S. Weddell,	do. do.		

By whom is the road operated? Not built.

General offices of the company at McKeesport, Allegheny county, Pa.

For information relating to this report, address E. P. Douglass, McKeesport, Allegheny county, Pa.

MIDVALE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Samuel Bradbury.	Walnut avenue, Germantown, Pa.
Secretary and Treasurer,	Henry L. Davis,	Wayne and Walnut Lane, Germantown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Samuel Bradbury. . . .	Wayne ave., Germantown, Pa.	Wm. H. Scott, ...	School Lane, Germantown, Pa.
William G. Warden. . .	School Lane, Germantown, Pa.	Robert S. Smith, ...	Queen street, Germantown Pa.
George H. Brown, . . .	School Lane, Germantown, Pa.	Henry L. Davis, ...	Wayne and Walnut Lane. Germantown, Pa.

Date of annual meeting for election of directors: First Thursday in November.

By whom is the road operated? Not yet built.

General offices of the company at Germantown, Pa.

For information relating to this report, address Samuel Bradbury, president, Wayne avenue, Germantown, Pa.

MILLVALE PASSENGER RAILWAY COMPANY, AND THE FORTY-THIRD STREET AND BLOOMFIELD PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	P. W. Siebert, ...	367 Main street, Pittsburgh.
Vice President, ...	Walter Lyon, ...	Pittsburgh.
Secretary, ...	Jacob T. Keil, ...	Aiken avenue. Pittsburgh.
Treasurer, ...		
General Manager, ...	P. W. Siebert, ...	367 Main street, Pittsburgh.
General Superintendent, ...		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
P. W. Siebert, ...	367 Main st., Pittsburgh.	James Gardner, ...	Millvale, Pa.
J. T. Keil, ...	Aiken ave., Pittsburgh.	Christian Siebert, ...	Pittsburgh.
Walter Lyon, ...	Pittsburgh.	Christian Baenerblin, . .	Millvale borough.

Date of annual meeting for election of directors: June 10, 1891.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address P. W. Siebert, 367 Main street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Roads were organized under the old street railroad law, and were re-chartered under the new street railway act on May 29, 1889.

They have about one mile of track leased from the Citizens' Traction Company of Pittsburgh, and one-half mile of track over Ewalt street bridge.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Begins at Butler street and Forty-third street; thence along Forty-third street to Ewalt street bridge over Allegheny river; thence over said bridge to Millvale borough; thence along Bridge street to West Pennsylvania Railroad Company, where we have been detained by the West Pennsylvania Railroad Company from crossing over their tracks. After crossing West Pennsylvania railroad along Allegheny and Butler County plank road to Grant avenue; thence along said avenue to Hooker street, to borough line and Shaler township, returning along Hooker street to Lincoln avenue, and intersecting at Butler plank road with main line.

SUMMARY OF PAYMENTS.

For construction,	$379 00
For maintaining the road or real estate of the corporation, and operating the road,	15 00
For rent on lease,	225 00
Total,	$619 00

GENERAL BALANCE SHEET.

DR.		CR.	
Permanent investments, construction, etc.,	$2,375 63	Capital stock paid in,	$2,437 95
		Surplus,	62 32

MONONGAHELA STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	R. H. Lee,	Pittsburgh.
Secretary,	H. W. Mitchell,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. B. Phillips, Jr.,	Pittsburgh.	H. E. Armstrong,	Sewickley, Pa.
John Hennessy,	do.	Jesse M. McGeary,	Allegheny City, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? Not operated.
General offices of the company at Pittsburgh.
For information relating to this report, address C. H. McKee, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under act of 1889. Consent of local authorities not yet procured, and nothing done in the way of construction.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the intersection of Water street and Liberty avenue, in the city of Pittsburgh; thence along Water street by double or single track to Market street, with a loop extending along Market street to Second avenue, and along Second avenue to Wood street, along Wood street to Water street, and along Water street to Market street.

GENERAL BALANCE SHEET.

No books opened.

MONTGOMERY AVENUE AND BERKS STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCE.
President	D. C. Golden	Philadelphia.
Secretary and Treasurer	Hyland C. Murphey	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Shelmerdine	Philadelphia.	J. Levering Jones	Philadelphia.
R. N. Carson	do.	Samuel Moore, Jr.	do.
E. J. Moore	do.		

Date of annual meeting for election of directors: Second Monday in January.

General office of the company at Eighth and Dauphin streets, Philadelphia.

For information relating to this report, address H. C. Murphey, treasurer, Eighth and Dauphin streets, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, May 20, 1889.

CHARACTERISTICS OF ROAD.

The road has not been built nor operated by the company.

MONONGAHELA INCLINED PLANE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	James M. Bailey	Pittsburgh.
Secretary and Treasurer	John L. Awl	do.
Superintendent	John L. Awl	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Marcus W. Acheson,	Pittsburgh.	Joseph G. Walter,	Pittsburgh.
William Halpin,	do.	Louis W. Dalzell,	Pittsburgh.
George W. Beltzhoover,	do.	Wm. E. Wrenshall.	Woodville, Pa.
John Paul,	do.		

By whom is the road operated? The company.

General offices of the company at Pittsburgh.

For information relating to this report, address James M. Bailey, president, or John L. Awl, secretary.

What kind of power is used for propelling the cars on your road? Stationary engines.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The road commences on Carson street, in the Thirty-third ward of Pittsburgh, to Grand View avenue, in the Thirty-second ward, on girder bridges to the rocks on the hill side, a distance of 380 feet from the end of bridges to terminus. On 12″ and 15″ I beams, covered with oak cross ties. Both roads 640 feet long, and laid at an angle of 35° 6″.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Coupon tickets, sixty trips,	1 25

SUMMARY OF PAYMENTS.

For interest,	$3,506 25
For dividends,	11,200 00
For payments to loan account,	6,500 00
For payments made to surplus fund,	23,930 25
For municipal taxes,	505 92
For state taxes,	1,209 23
Total,	$46,851 65

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$223,416 77	Capital stock,	$200,000 00
Real estate,	26,583 23	Bond and mortgage,	100,000 00
Purchased bonds,	36,500 00	Surplus,	23,221 49
Cash,	52,721 49	Profit and loss,	6,000 00
Total,	$339,221 49	Total,	$339,221 49

STOCK AND DIVIDENDS.

Amount of scrip issued as stock dividends, and dates of issue: $60,000.00, May 7, 1891.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 6, 1890, 3 per cent. on $140,000.00 capital; October 2, 1890, 2 per cent. on $140,000.00 capital; January 2, 1891, 3 per cent. on $140,000.00 capital; May 7, 1891, 42⅞ per cent. on $140,000.00 capital in scrip.

Paid in dividends, scrip, $60,000.00; cash, $11,200.00,	$71,200 00
Balance for the year, or surplus,	$23,221 49
Surplus invested as follows:	
Cash and loans,	$23,221 49

MOUNT OLIVER INCLINE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. F. Brickell,	Pittsburgh.
Secretary,	Daniel Beech,	do.
Treasurer,		
General Superintendent,	M. S. Holden,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. F. Brickell,	Pittsburgh.	F. Hampe,	Pittsburgh.
Daniel Beech,	do.	E. E. Denniston,	Philadelphia.
H. Sellers McKee,	do.	John P. Ilsley,	Philadelphia.
Murray A. Verner,	do.		

By whom is the road operated? Mount Oliver Incline Railway Company.

General offices of the company at Pittsburgh.

For information relating to this report, address Daniel Beech, secretary.

What kind of power is used for propelling the cars on your road? Steam on inclined plane and horse on street railway.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Carson street along Twelfth street to lower station, and corner of Manor and Twelfth streets; from lower station of inclined plane to upper station on Washington avenue; from upper station on Washington avenue, along Mount Oliver street, John street, and Amanda avenue to second toll gate on Brownsville road; also from upper station along Washington avenue to Beltzhoover borough.

RATE OF FARE FOR PASSENGERS.

Single fare,		$0 05
Tickets in packages of fifty sold for	75c. $1 00	$1 25

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$2,557 90
For interest,	2,949 00
For miscellaneous,	23,133 22
Total,	$28,640 12

GENERAL BALANCE SHEET.

DR.		CR.	
Inclined plane construction.	$66,965 53	Capital stock,	$61,152 00
Real estate,	25,300 00	Bond account,	44,500 00
Street railway construction.	24,933 99	Surplus account.	20,960 13
Mortgage account.	2,400 00	Net gain,	4,277 29
Total,	$130,889 42	Total,	$130,889 42

NANTICOKE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	B. F. Meyers,	Harrisburg, Pa.
Secretary and Treasurer,	John Graham.	

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
B. F. Meyers,	Harrisburg, Pa.	D. M. Graham,	Carlisle, Pa.
Patrick Russ,	Harrisburg, Pa.	J. H. Neley,	Mifflintown, Pa.
W. F. Sadler,	Carlisle, Pa.		

By whom is the road operated? Not in operation.

With what other companies consolidated? Leased to Wilkes-Barre and Wyoming Valley Traction Company.

Date of consolidation: Leased March 13, 1891.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, secretary and treasurer, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Propose to use electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated March 9, A. D. 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Will occupy Main street, Nanticoke.

GENERAL BALANCE SHEET.

DR.		CR.	
To amount received, 10 per cent. on $2,000 stock,	$200 00	By amount paid for charter, expenses, including securing franchise and right of way,	$200 00

NEGLEY AVENUE AND ROUP STREET PASSENGER RAIL WAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Thos. S. Bigelow,	Pittsburgh, Pa.
Treasurer.	Joseph W. Stuart,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thos. S. Bigelow,	Pittsburgh, Pa.	Joseph Stuart,	Pittsburgh, Pa.
G. W. Elkins,	do.	George H. Speer,	do.
F. C. Brittain,	do.		

Date of annual meeting for election of directors: January 15, 1891.
By whom is the road operated? Road not in operation.
General offices of the company at Pittsburgh.
For information relating to this report, address J. H. Stuart, treasurer, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was duly incorporated August 14, 1889, but road never constructed.

NEW CASTLE ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thos. W. Phillips.	New Castle, Pa.
Vice President,	Wm. M. Brown,	do.
Secretary,	Samuel S. Hamilton,	do.
Treasurer,		
General Manager,	Wm. M. Brown,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thos. W. Phillips,	New Castle, Pa.	Samuel S. Hamilton,	New Castle, Pa.
Wm. M. Brown,	do.	C. J. Kirk,	do.
O. H. P. Brown,	do.		

Date of annual meeting for election of directors? Second Monday in January in every year.
By whom is the road operated? New Castle Electric Street Railway Company.
General offices of the company at New Castle, Lawrence county, Pa.
For information relating to this report, address Wm. M. Brown, manager, New Castle, Pa.
What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted September 28, 1889.
The construction of the road began about May 12, 1890. The present road was completed about September 1, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Washington street at the Park, on Washington street about 600 feet to Mill street; thence on South Mill street about 5,120 feet. Make no connections.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For construction,	$11,958 24
For equipment,	15,223 15
For miscellaneous, real estate and car house account,	2,487 37
Total,	$29,668 76

GENERAL BALANCE SHEET.

DR.		CR.	
Treasurer's account,	$71 89	Capital stock,	$28,400 00
Car house account,	1,487 37	Receipt account,	4,883 82
Real estate account,	1,000 00	Ticket account,	709 06
Expense account,	4,101 07	Discount account,	46 60
Repair account,	80 89	Wm. M. Brown,	119 98
Construction account,	11,958 24	Eva Wick,	43 00
Equipment account,	15,223 15		
Bills receivable account,	109 85		
Elias Long,	30 00		
J. D. Miller,	50 00		
Wm. Lawton,	10 00		
Balph Bros.,	80 00		
Total,	$34,202 46	Total,	$34,202 46

NORRISTOWN PASSENGR RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. M. Lutz,	Norristown.
Vice President,	W. R. Pechin,	do.
Secretary,	N. R. Haines,	do.
Treasurer,	J. Cloude Smith,	do.
General Superintendent,	Louis Heck,	do.

DIRECTORS.

NAMES.	RESIDENCES	NAMES.	RESIDENCES.
H. M. Lutz,	Norristown.	Joseph Blackfan,	Norristown.
Henry Fradley,	do.	Isaac W. Smith,	Bridgeport.
Norman Egbert,	do.	Samuel High,	Norristown.
W. R. Pechin,	do.	Joseph A. Coleman,	Norristown.
J. Cloude Smith,	do.	Hugh McInnis,	Norristown.
N. R. Haines,	do	J. Morton Brown,	Norristown.
Morgan R. Wills,	do.		

By whom is the road operated? Norristown Passenger Street Railway Company.
General office of the company at Norristown, Pa.
For information relating to this report, address president.
What kind of power is used for propelling the cars on your road? Animal.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On report period ending June 30, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Brown to DeKalb, to Fourth street, Bridgeport; Brown to Powell, to Swede, to Airy, to DeKalb street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	8
Tickets in packages of eleven sold for	50

SUMMARY OF PAYMENTS.

For construction,	$62 04
For maintaining the road or real estate of the corporation, and operating the road,	9,004 10
For interest,	95 18
For payments to loan account,	250 00
For municipal taxes,	23 72
For state taxes,	140 75
Total,	$9,575 79

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$28,269 14	Capital,	$44,439 65
Equipment,	12,608 46	Bills payable,	1,750 00
Real estate,	3,635 19	Ticket sales,	221 17
Office furniture,	10 36	Exchange tickets,	11 40
Expenses,	4,434 82	Earnings,	4,051 83
Interest,	61 63	Advertising receipts,	242 76
Taxes,	107 60	Rent,	30 00
Profit and loss,	1,724 06	Due treasurer,	104 45
Total,	$50,851 26	Total,	$50,851 26

NORTH END STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William E. Thompson,	1630 Spruce street, Philadelphia.
Vice President,	Edmund H. Bell,	Chestnut Hill, Philadelphia.
Secretary,	Arthur W. Tobey,	1106 Walnut street, Philadelphia.
Treasurer,	Charles H. McKee,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William E. Thompson,	1630 Spruce street, Philadelphia.	Joseph Somer,	3227 Mt. Vernon street, Philadelphia.
Edmund H. Bell,	Chestnut Hill, Philadelphia.	Arthur Kennedy,	Pittsburgh.
George J. Elliott,	513 Woodland Terrace, Philadelphia.		

Date of annual meeting for election of directors: January 12.

By whom is the road operated? Not yet built.

General offices of the company at 259 South Fourth street, Philadelphia.

For information relating to this report, address Arthur W. Tobey, secretary, 259 South Fourth street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated under the act of May 14, 1889. Nothing has been done in the way of construction up to the present time.

NORTH PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Henry A. Stiles,	Philadelphia.
Secretary, Treasurer,	George P. Stiles,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Henry A. Stiles,	Philadelphia.	Edward P. Kershaw,	Philadelphia.
John Donaldson,	do.	Thomas J. Maglil.	do.

By whom is the road operated? Not in operation.

General offices of the company at 209 South Third street, Philadelphia.

For information relating to this report, address Henry A. Stiles, 209 South Third street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized, but road not constructed.

NORTHERN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. C. Golden,	Philadelphia, Pa.
Secretary, Treasurer,	Hyland C. Murphey,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Shelmerdine.	Philadelphia.	J. Levering Jones, ...	Philadelphia.
R. N. Carson.	do.	Samuel Moore, Jr.	do.
E. J. Moore, ...	do.		

Date of annual meeting for election of directors: Second Monday in January.

General offices of the company at Eighth and Dauphin streets, Philadelphia.

For information relating to this report, address H. C. Murphey, treasurer, Eighth and Dauphin streets, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter September 29, 1890.

The road has not been built nor operated by the company.

NUNNERY HILL INCLINED PLANE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	Oliver P. Scaife.	Allegheny, Pa.
Secretary.	Arthur Kennedy, ...	do.
Treasurer.	Charles C. Scaife, ...	do.

Postoffice address, Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Oliver P. Scaife.	Allegheny, Pa.	Sullivan Johnson.	Allegheny, Pa.
Charles C. Scaife.	do.	Geo. Hamilton, ...	do.
James B. Scott, ...	do.	Arthur Kennedy.	do.

By whom is the road operated? Itself.

General offices of the company at Allegheny, Pa.

For information relating to this report, address Arthur Kennedy, secretary.

What kind of power is used for propelling the cars on your road? Stationary engine with cable on incline.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

No change from former reports.

CHARACTERISTICS OF ROAD.

See former reports (no change).

RATE OF FARE FOR PASSENGERS.

Single fare, ...	$0 05
Adult tickets in packages of seventy-five, sold for $1.50; children, ...	75

SUMMARY OF PAYMENTS.

For construction,	$450 00
For maintaining the road or real estate of the corporation, and operating the road,	3,513 74
For interest,	2,340 00
For municipal taxes,	280 67
For state taxes,	120 70
Total,	$6,705 11

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$400 68	By amount advanced by stockholders,	$2,040 00
Construction and equipment,	90,862 04	By bonded indebtedness,	30,000 00
Profit and loss,	777 28	Stock (capital),	60,000 00
Total,	$92,040 00	Total,	$92,040 00

OAKMONT AND VERONA TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Harry S. Paul,	Oakmont, Pa.
Secretary,	G. M. McIlvaine,	do.
Treasurer,	James Marshall,	do.

Postoffice address, Hulton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Harry S. Paul,	Oakmont, Pa.	R. L. Kent,	Verona, Pa.
Frank M. Ashmead,	Oakmont, Pa.	Wm. G. Taylor,	Oakmont, Pa.
James E. Lane,	Parnassus, Pa.	James M. Hamilton,	Oakmont, Pa.
John P. Stroud,	Verona, Pa.	John P. Hunter,	Oakmont, Pa.
Gilbert M. McIlvaine,	Oakmont, Pa.		

Date of annual meeting for election of directors: September 29.
By whom is the road operated? Not yet built.
General offices of the company at Oakmont, Pa. (Hulton Postoffice, Pa.).
For information relating to this report, address H. S. Paul, Hulton Postoffice, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On May 16, 1890, a meeting of citizens was held at Hulton station, borough of Oakmont, Allegheny county, Pa., for the purpose of organizing a traction company. Present: H. S. Paul, F. M. Ashmead, J. P. Stroud, R. L. Kent, J. P. Hunter, Jas. E. Lane, J. M. Hamilton, G. M. McIlvaine and James Marshall. On motion it was decided to organize under the name of the "Oakmont and Verona Traction Company." On motion the following were elected directors: H. S. Paul, F. M. Ashmead,

J. P. Stroud, R. L. Kent, J. P. Hunter, Jas. E. Lane, J. M. Hamilton, W. G. Taylor and G. M. McIlvaine. On motion the following officers were elected: H. S. Paul, president; G. M. McIlvaine, secretary; James Marshall, treasurer. Charter is dated May 22, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Plum street, in the borough of Oakmont, Allegheny county, Pa., at Front street; thence along Plum street to Railroad avenue; thence along Railroad avenue to "D" street; thence along "D" street to Fifth street; thence along Fifth street to "E" street; thence along "E" street to Railroad avenue; thence along Railroad avenue to "H" street; thence returning by Railroad avenue and Plum street to the place of beginning.

SUMMARY OF PAYMENTS.

For miscellaneous, ...	$84 40

GENERAL BALANCE SHEET.

DR.		CR.	
Capital stock subscribed but not paid in, ...	$2,250 00	Capital stock subscribed, ...	$2,500 00
Expenses for year, ...	84 40		
Cash, ...	165 60		
Total, ...	$2,500 00	Total, ...	$2,500 00

NOTE.—No money paid out for construction, no accounts receivable, no funded or other debts.

OIL CITY STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	John B. Smithman.	Oil City, Pa.
Secretary, ...	David Laughlin.	do.
Treasurer, ...	George W. Parker.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John B. Smithman, ...	Oil City, Pa.	N. H. Brown, ...	Oil City, Pa.
David Laughlin, ...	do.	E. M. Wolfe, ...	do.

Date of annual meeting for election of directors: None appointed.
By whom is the road operated? Not in operation.
General offices of the company at Oil City, Pa.
For information relating to this report, address John B. Smithman, Oil City, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter June 25, 1889.

OIL CITY ELECTRIC RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John A. Ritchey,	Oil City, Pa.
Secretary,	F. W. Hays,	do.
Treasurer,	Ludwig Mayer,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John A. Ritchey,	Oil City, Pa.	W. H. Longwell,	Oil City, Pa.
Thomas B. Simpson,	do.	H. D. Hancock,	do.
M. Lowentritt,	do.		

General offices of the company at Oil City, Pa.

For information relating to this report, address Dr. J. A. Ritchey, Oil City, Pa.

What kind of power is used for propelling the cars on your road? Electricity is the power intended to be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated September 7, 1889. No work has been done under the charter.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: No streets yet actually occupied.

PARK AVENUE AND CARLISLE STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. R. Warner,	Philadelphia.
Secretary,	Alex. Rennick,	do.
Treasurer,		
General Superintendent,	W. P. Cooper,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. Cresswell.	Philadelphia.	John C. Bingham.	Philadelphia.
B. S. Kunkel.	do.	Travis Cochran.	do.
Geo. W. Hall.	do.		

Date of annual meeting for election of directors: January, second Monday.

By whom is the road operated? Not built yet.

General offices of the company at Fifteenth and Cumberland streets, Philadelphia.

For information relating to this report, address Alex. Rennick, Fifteenth and Cumberland streets, Philadelphia.

PARK STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	William E. Thompson.	Philadelphia.
Vice President.	Edmund H. Bell.	Philadelphia.
Secretary.	Arthur W. Tobey.	Philadelphia.
Treasurer.	Charles H. McKee.	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William E. Thompson.	Philadelphia.	Joseph Somers.	Philadelphia.
Edmund H. Bell.	do.	Arthur Kennedy.	Pittsburgh.
George J. Elliott.	do.		

Date of annual meeting for election of directors: January 12.

By whom is the road operated? Not yet constructed.

General offices of the company at 259 South Fourth street, Philadelphia.

For information relating to this report, address Arthur W. Tobey, secretary, 259 South Fourth street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated under the act of May 14, 1889. Nothing has been done in the way of construction up to the present time.

PENNSYLVANIA MOTOR PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	J. Marshall Young	Easton, Pa.
Secretary, Treasurer, General Manager	D. W. Nevin	do.
General Superintendent	L. Richter	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. Marshall Young	Easton, Pa.	—— Hand	Scranton, Pa.
N. A. Johnson	do.	—— Jessup	do.
George B. Nevin	do.		

Date of annual meeting for election of directors: First Monday in January.

By whom is the road operated: Pennsylvania Motor Passenger Railway Company.

General offices of the company at Easton, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Easton, South Easton and West End Passenger Railway Company own the road and leased the same to the Pennsylvania Motor Company for ninety-nine years.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Fourth street station, N. J. C. R. R., through Fourth street, Northampton, Third, Chestnut, Cattell, Burke, Paxinosa avenue, Parker avenue.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Exchange tickets	2

SUMMARY OF PAYMENTS.

For construction and equipment	$60,000 00

IMPORTANT CHANGES DURING THE YEAR.

New equipment, six new cars and motors.

PEOPLE'S PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Howard A. Stevenson,	Philadelphia.
Secretary, Treasurer,	David C. Golden,	do.
Auditor,	Robert B. Selfridge,	do.
General Superintendent,	Charles S. Whiting,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Robert N. Carson,	Philadelphia.	Joseph M. Gazzam,	Philadelphia.
Wm. H. Shelmerdine,	do.	J. Levering Jones,	do.
Edward J. Moore,	do.		

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated? People's Passenger Railway Company.

General office of the company at southwest corner Eighth and Dauphin streets, Philadelphia.

For information relating to this report, address D. C. Golden, treasurer, Eighth and Dauphin streets, Philadelphia.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

People's Passenger Railway Company, act of incorporation dated April 15, 1873.

This company leased the Green and Coates Street Philadelphia Passenger Railway Company September 1, 1881, and the Germantown Passenger Railway Company October 13, 1881. All these lines have since been and still are operated by the People's Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Callowhill street division.—From Callowhill street bridge east on Callowhill to Front street, south on Front to Market street, and return by double track to place of beginning. From Front and Vine streets, west on Vine to Fourth and York avenue, north on York avenue to Callowhill.

Fourth and Eighth streets division—From Eighth and Dauphin east on Dauphin to Germantown avenue, south on Germantown avenue to Fourth, to Snyder avenue, west on Snyder avenue to Eighth street, north on Eighth street to place of beginning. Eighth and Dauphin to Germantown avenue, to Fourth street, to Walnut, to Eighth and return to place of beginning.

Germantown division—From Eighth and Dauphin north on Eighth to Germantown avenue, to Church street, and return by double track to place of beginning.

Norris and Susquehanna division—From Eighth and Susquehanna avenue west to Twenty-second street, south on Twenty-second street to Norris, east on Norris to Germantown avenue, to Fourth, to Walnut, to Eighth, and return to place of beginning.

Girard avenue division—From Taney street and Girard avenue west on Girard avenue to Elm avenue, to Belmont avenue, and return by double track; east on Girard avenue to Gunner's run, and return by double track to place of beginning; from Girard avenue south on Palmer street to Allen, to Shackamaxon, to Girard avenue.

Green and Coates street division—From Twenty-fourth and Fairmount avenue east on Fairmount avenue to Twenty-second street, south on Twenty-second street to Green street, east on Green to Fourth, to Dickinson, to Eighth, to Fairmount avenue, west on Fairmount avenue to Park entrance and return by double track; from Twenty-fifth and Fairmount avenue to Green, to Fourth, to Walnut, to Eighth, and return by Fairmount avenue to place of beginning; east on Green from Fourth to Beach, north on Beach to Fairmount avenue, to Eighth street.

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cts.
Exchange tickets,	6 & 8 cts.
Average rate of fare per passenger,	3.52 cts.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$727,367 88
For interest,	34,849 35
For dividends,	103,750 00
For payments made to lease charges,	217,653 58
For municipal taxes,	22,163 94
For state taxes,	29,509 56
Total,	$1,135,294 31

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$403,055 31	Capital stock:	
Leases, cost account,	1,110,788 47	Common, 60,000 shares carried at,	$740,000 00
Real estate,	9,833 33	Preferred, 30,000 shares carried at. $120,000 00	
Investments in stocks,	162,023 99	Preferred stock assessment and cost account, 139,583 48	
Materials,	5,446 82		259,583 48
Office fixtures, etc.	142 50	Funded debt,	750,000 00
Cash,	206,519 12	Ground rents payable,	5,833 33
Loans on collaterals,	76,500 00	Drivers' security deposits,	2,326 82
Gregg & Snyder,	4,328 93	Sundry maturing accounts,	26,512 32
Sundry accounts receivable,	3,610 26	Unpaid coupon interest,	1,100 00
Guarantee Trust and Safe Deposit Company, trust deposits,	80,075 00	Profit and loss,	446,339 05
Real Estate Title Insurance and Trust Company, trust deposits,	76,025 00		
Suspense account,	93,346 27		
Total,	$2,231,695 00	Total,	$2,231,695 00

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: One dollar and twenty-five cents per share March 31, 1891, on 60,000 shares common, and 23,000 shares preferred.

Paid in dividends, cash,	$103,750 00

PEOPLE'S STREET RAILWAY COMPANY OF LUZERNE COUNTY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	R. T. McCabe,	New York.
Vice President,	P. S. Page,	Scranton, Pa.
Secretary,	Horace E. Hand,	Scranton, Pa.
Treasurer,		
Auditor,	Charles E. Bradbury,	Scranton, Pa.
General Manager,	J. H. Vanderverr,	Scranton, Pa.
Superintendent,	Giles S. Schenck,	Scranton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. T. McCabe,	New York city.	P. S. Page,	Scranton, Pa.
Thos. H. Thomas,	do.	J. Alton Davis,	do.
W. W. Sherman,	do.	W. W. Winton,	do.
W. R. Heath,	do.	W. H. Jessup, Jr.,	do.

Date of annual meeting for election of directors: First Tuesday of November.

By whom is the road operated? The company.

With what other companies consolidated? Scranton and Providence Passenger Railway Company.

Date of consolidation: May 25, 1868.

General offices of the company at Scranton, Pa.

For information relating to this report, address Horace E. Hand, secretary and treasurer, Scranton.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was chartered by an act of the legislature approved March 23, 1865 (P. L. 1866, p. 1199). The different lines were constructed soon after the charter was obtained, and were operated by horses until 1888 when the roads were rebuilt and extended, and electricity was adopted as the motive power.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing on Lackawanna avenue at the Delaware, Lackawanna and Western railroad depot; one line runs to Dunmore along Jefferson, Madison and Quincy avenues and Bank, Pine and Maple streets; another line runs to Providence along Wyoming, Penn and North Main avenues and Mulberry and Carbon streets; another line to Green Ridge along Wyoming, Penn, Capouse and Sanderson avenues and Mulberry and Green Ridge streets; another line to Hyde Park along West Lackawanna, South Main, Swetland, Eynon, Washburn and Robinson streets; another to Bellevue along West Lackawanna and Seventh streets; another line to South Scranton along Lackawanna, Cedar and Pittston avenues and Mattes street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For construction,	$32,115 26
For equipment,	1,689 28
For maintaining the road or real estate of the corporation, and operating the road,	82,880 25
For interest,	18,384 75
For dividends,	8,000 00
For miscellaneous,	3,100 61
For municipal taxes,	121 86
For state taxes,	2,075 46
Total,	$148,367 47

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$433,864 68	Capital stock,	$425,000 00
Cost of betterments,	6,350 43	First mortgage bonds,	200,000 00
Electric power plant,	94,064 94	Coupons payable (People's and Scranton Passenger Railway Co.),	6,000 00
Real estate,	29,544 78	Vouchers payable June,	3,381 26
Machinery and implements,	815 99	Pay rolls payable June,	4,447 00
Equipment, cars and motors,	52,159 42	Special vouchers payable May and June,	1,986 02
Scranton Suburban Railway Company, general account,	8,733 25	Scranton Suburban Railway Company, equipment account,	20,885 64
J. H. Vanderverr, general manager,	155 90	Profit and loss, surplus,	25,988 00
Cash,	4,288 74		
Treasury stock,	1,466 67		
Scranton Passenger Railway Company stock,	25,000 00		
Insurance and salvage fund,	20,848 12		
J. A. Linen, trustee,	10,395 00		
Total,	$687,687 92	Total,	$687,687 92

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: August 15, 1890, 2 per cent. on $400,000 stock.

Paid in dividends, cash,	$8,000 00
Balance for the year, or surplus,	$17,718 76
Surplus at commencement of the year,	8,269 24
Total surplus,	$25,988 00

Surplus not specially invested. It represents differences between resources and liabilities of all kinds. See balanee sheet.

IMPORTANT CHANGES DURING THE YEAR.

Scranton Passenger Railway Company purchased, and Scranton Suburban railway leased. May 1, 1891, car stable destroyed by fire; twenty-six fully equipped ears and all machinery used in repair work with supplies and four horses burned.

PEOPLE'S STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George W. Rowley, Jr.,	Pittsburgh.
Secretary,	H. W. Mitchell,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Robert L. McCance,	Pittsburgh.	W. W. Murray,	Pittsburgh.
Joseph M. Wilson,	do.	William H. Seif,	do.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated? The Duquesne Traction Company.
General offices of the company at Pittsburgh.
For information relating to this report, address C. H. McKee.
What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 30, 1890, under act of May 14, 1889. Consent of local authorities granted for construction of railway on February 25, 1890. Construction proceeded with under contract with Booth & Flinn as contractors.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From western end of Forbes street, along Forbes street to Craig street with double track. Connects at its eastern terminus with the Craig Street railway, and at its western terminus with the Boyd Street railway. Operated since May 21, 1891, by the Duquesne Traction Company as part of its railway system.

GENERAL BALANCE SHEET.

The railway having been constructed by contract and settlement not yet having been made with the contractors, no balance sheet has been prepared.

PERRY STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. M. Ramsey,	Allegheny City, Pa.
Secretary,	W. D. Henry.	do.
Treasurer,	R. F. Ramsey,	do.
General Superintendent,	Wm. J. Crozier,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. T. Lindsey,	Allegheny City, Pa.	Wm. P. Potter,	Allegheny City, Pa.
Harry Graham,	do.	John Gullett,	do.

Date of annual meeting for election of directors: Second Tuesday in January.
By whom is the road operated: The Federal Street and Pleasant Valley Passenger Railway Company.
General offices of the company at No. 42 Sixth avenue, Pittsburgh.
For information relating to this report, address R. F. Ramsey, treasurer.
What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered May 28, 1890.

Leased October 15, 1890, to the Federal Street and Pleasant Valley Passenger Railway Company.

Construction completed May 31, 1891, and cars were run over the road in connection with the cars of the Troy Hill Passenger railway during the month of June, 1891. That is to say, the tracks of the Perry Street railway connect those of the Troy Hill Passenger railway with those of the Federal Street and Pleasant Valley Passenger railway, and the same cars pass from one to the other over the Perry Street railway tracks.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Connects with Federal Street and Pleasant Valley Passenger railway at North and Madison avenues; Madison to Perry, Perry to Troy Hill road, connecting with Troy Hill Passenger railway from corner Troy Hill road and Perry streets, along Perry street to Williams, along Williams to Green, Green to Second avenue, Second avenue to East, East to North avenue, connecting with Federal Street and Pleasant Valley railway.

RATE OF FARE FOR PASSENGERS.

Single fare, through to Pittsburgh over Federal Street and Pleasant Valley Passenger railway,	$0 05

SUMMARY OF PAYMENTS.

For construction,	$16,000 00
For interest,	200 00
Total,	$16,200 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$16,000 00	Capital stock,	$50,000 00
Notes receivable,	40,000 00	Bonds,	6,000 00
Total,	$56,000 00	Total,	$56,000 00

IMPORTANT CHANGES DURING THE YEAR.

Road was leased to the Federal Street and Pleasant Valley Passenger railway, October 15, 1890. The Federal Street and Pleasant Valley Railway Company agreeing to place its whole stock upon the road, operate and pay all expenses of operation and to pay the Perry Street railway 5 per cent. upon its capital stock, viz: 2½ per cent. at January 1, and 2½ at July 1, yearly.

PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William W. Colket,	Philadelphia.
Secretary, Treasurer,	T. W. Pennypacker,	Delaware county, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Winfield S. Wilson.	Chester Valley.	John Markoe.	Philadelphia.
William Cochran.	Philadelphia.	Collins W. Walton.	do.
John M. Chesnut.	Philadelphia.	John A. Brown, Jr..	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the Philadelphia Traction Company, successor to the West Philadelphia Passenger Railway Company, lessee of the Philadelphia City Passenger railway.

General offices of the company at 202 Walnut place, Philadelphia.

For information relating to this report, address William W. Colket, president, 202 Walnut place, Philadelphia.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia City Passenger Railway Company was incorporated by the act of assembly passed March 26, 1859. Date of charter, April 9, 1859.

Construction: Rails laid on white and yellow pine stringers, on cross-ties, with gravel foundation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Forty-second and Chestnut streets, down Chestnut, to Front, to Walnut, to Twenty-second, to Chesnut, to depot at Forty-second and Chestnut streets.

Branch line leaves Chestnut street at Thirty-second street, up Thirty-second street to Lancaster avenue, to Belmont avenue, to Fairmount Park.

Branch line leaves Chestnut street at Woodland avenue, along Woodland avenue to Darby road, to the borough of Darby.

SUMMARY OF PAYMENTS.

For dividends,	$150,000 00
For office expenses, including salaries,	2,389 65
Total,	$152,389 65

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$875,842 88	Capital stock,	$475,000 00
Cash,	82,898 30	Mortgage bonds,	200,000 00
		Debenture bonds,	100,000 00
		Mortgage bonds Philadelphia and Darby Railway Company,	43,000 00
		Unclaimed interest and dividends,	1,111 45
		Rental of road account,	75,000 00
		Profit and loss,	64,629 73
Total,	$958,741 18	Total,	$958,741 18

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 10, 1890, 7½ per cent.; July 10, 1891, 7½ per cent.

Paid in dividends, cash,	$150,000 00
Balance for the year, or surplus,	$384 10
Surplus at commencement of the year,	6,402 75
Total surplus,	$6,786 85
Surplus invested as follows:	
Cash,	$6,786 85

The Philadelphia City Passenger railway is leased to the West Philadelphia Passenger Railway Company for 900 years, beginning with the first day of January, 1884.

PHILADELPHIA AND DARBY RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES
President,	Beauveau Borie,	Philadelphia.
Secretary, Treasurer,	William W. Colket,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Collins W. Walton,	Philadelphia.	Charles J. Walton,	Philadelphia.
William W. Colket,	do.	Benjamin S. Kunkel,	Philadelphia.
Christian W. Kunkel,	do.	Thomas U. Walker,	Chester Valley.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? By the Philadelphia Traction Company, operating the West Philadelphia Passenger Railway Company, lessee of the Philadelphia City Passenger Railway Company, lessee of the Philadelphia and Darby railroad.

General offices of the company at 202 Walnut place, Philadelphia.

For information relating to this report, address William W. Colket, secretary, 202 Walnut place, Philadelphia.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia and Darby Railroad Company was incorporated by the act of assembly, approved April 28, 1857, with a capital stock of ten thousand shares of twenty dollars each.

Was sold at sheriff's sale April 4, 1881, and reorganized as the Philadelphia and Darby Railway Company, May 2, 1881, with a capital stock of four thousand shares at a par value of fifty dollars per share.

Construction: Rails laid on stringers placed on cross-ties, with gravel foundation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From the borough of Darby, in Delaware county, along Darby road to Woodland avenue, along said avenue to Market street, Philadelphia.

SUMMARY OF PAYMENTS.

For miscellaneous organization expenses,	$50 00

STOCK AND DIVIDENDS.

The dividends are paid directly to the stockholders by the lessees, in accordance with the terms of the lease.

The Philadelphia and Darby railway is leased to the Philadelphia City Passenger Railway Company for nine hundred and ninety-nine years, beginning with the first day of January, 1870.

PHILADELPHIA AND GRAY'S FERRY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, to January 22 1891,	Matthew Brooks.	Philadelphia.
President, since January 22, 1891,	Oliver Hopkinson.	do.
Secretary, Treasurer, to January 20, 1891,	J. Crawford Dawes.	do.
Secretary, Treasurer, since January 20, 1891,	Louis S. Renshaw.	do.
General Superintendent, to January 1, 1891,	William H. Brooks.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES
J. Hicks Conrad.	Philadelphia.	Arthur H. Craige,	Philadelphia.
James McManes.	do.	Edward S Buckley,	do.
Richard Dale.	do.	Samuel W. Woodhouse,	do.

Date of annual meeting for election of directors: Third Tuesday in January.

By whom is the road operated? Philadelphia Traction Company, since January 1, 1891.

General office of the company at 1001 Chestnut street, Philadelphia.

For information relating to this report, address the secretary.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter approved April 9, 1858. Organized and constructed in the usual way.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08
Tickets in packages of five sold for	25

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$57,099 07
For dividends,	15,512 50
For miscellaneous,	2,531 14
For municipal taxes,	95 04
For state taxes,	2,750 36
Total,	$77,988 11

GENERAL BALANCE SHEET.

DR.		CR.	
Road and equipment,	$249,514 40	Capital stock,	$309,207 00
Schuylkill River Passenger railway stock,	49,050 00	Conductors' and drivers' deposits,	26 19
Over issue stock,	10,000 00	Dividends 9, 10, 13, 15,	51 03
Cash,	1,968 55	Profit and loss,	1,248 73
Total,	$310,532 95	Total,	$310,532 95

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1890, 5 per cent. per annum.

Paid in dividends, cash, ... $15,512 50

IMPORTANT CHANGES DURING THE YEAR.

On December 31, 1890, the Philadelphia and Gray's Ferry Passenger railway was leased to the Philadelphia Traction Company for nine hundred and ninety-nine years from January 1, 1891, at a rental of $43,225 per annum ($3.50 per share) for the first five years, and $49,400 per annum ($4.00 per share) thereafter. In addition to the rental the lessee pays all taxes, running expenses, etc.

PHILADELPHIA TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. H. Kemble,	Philadelphia.
First Vice President,	P. A. B. Widener,	do.
Second Vice President,	Wm. L. Elkins,	do.
Secretary, Treasurer,	D. W. Dickson,	do.
General Superintendent,	James T. Gorman,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Kemble,	Philadelphia.	James McManes,	Philadelphia.
P. A. B. Widener,	do.	Thomas Dolan,	do.
Wm. L. Elkins,	do.	Joseph B. Altemus,	do.

Date of annual meeting for election of directors: Last Tuesday in November of each year.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Cable and horse power.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Richmond branch.—Depot, Norris and Thompson streets. On Thompson to Marlborough, to Belgrade, to Frankford avenue, to Master, to Franklin, to Race, to Seventh, to Market, to Delaware avenue; return west on Market to Ninth, to Spring Garden, to Seventh, to Susquehanna avenue, to Otis, to Coral, to York, to Thompson, to the depot.

Fairmount branch.—Depot, Twenty-third and Brown streets. On Twenty-third street to Wallace, to Franklin, to Race, to Seventh, to Passyunk avenue, to Ellsworth, to Twelfth, to Wharton, to Sixteenth, to Ellsworth, to Broad, to Christian, to Ninth, to Spring Garden, to Twenty-third, to Brown, to Twenty-ninth, to Poplar, to the park, and east on Poplar to Twenty-ninth, to Brown, to the depot.

Fourth and Lawrence streets branch.—Depot, Lehigh avenue and Hancock street. Indiana avenue and Lawrence street south on Lawrence to Manor, to Montgomery avenue, to Randolph, to Master; return on Master to Seventh, to Oxford, to Fourth, to Indiana avenue, to Lawrence, to place of starting.

Spring Garden street branch.—Depot, Twenty-third and Brown streets. From Twenty-third and Brown streets down Twenty-third to Wallace, to Twenty-second, to Spring Garden, to Franklin; return on Spring Garden to Twenty-third, to Brown, to Twenty-seventh, to Poplar, to Twenty-ninth, to Master, to Twenty-seventh, to Poplar, to Twenty-fourth, to Brown, to Twenty-third, to the depot.

Columbia avenue branch.—Depot, Twenty-third and Columbia avenue. On Columbia avenue to Franklin street, to Race, to Seventh, to Market, to Delaware avenue; return on Market to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Thirty-second, and from Thirty-second street east on Columbia avenue to the depot.

Jefferson street branch.—Depot, Lehigh avenue and Hancock street. Down Hancock street to Columbia avenue, to Franklin, to Master, to Twenty-seventh, to Poplar, to Twenty-ninth, to the park; return on Poplar to Twenty-seventh, to Jefferson, to Seventh, to Oxford, to Fourth, to Columbia avenue, to Howard, to Lehigh avenue, to the depot.

Eighteenth and Twentieth streets branch.—Depot, Twentieth and Montgomery avenue. On Twentieth street to Ridge avenue, to South College avenue, to Twentieth, to Filbert, to Seventh, to Jayne, to Sixth, to Sausom, to Eighteenth, to Francis, to Perkiomen, to Vinyard, to Ridge avenue, to Eighteenth, to Montgomery avenue, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to the depot.

York and Dauphin streets branch.—Depot, Twentieth and Montgomery avenue. On Twentieth to York, to Twenty-seventh, to Dauphin, to Thirty-third; return on Dauphin to Twenty-seventh, to York, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to Twentieth, to place of starting.

Seventeenth and Nineteenth streets branch.—Depot, Seventeenth and Berks streets. On Seventeenth street to Filbert, to Twelfth, to Chestnut, to Front, to Walnut, to Eighteenth, to Sansom, to Nineteenth, to Susquehanna avenue, to Seventeenth, to depot.

Twelfth and Sixteenth streets branch.—Depot, Twelfth and Susquehanna avenue. On Twelfth street to Morris, to Sixteenth, to Susquehanna avenue, to the depot.

Christian street branch.—Depot, Twentieth and Wharton streets. On Twenty-third street to Christian, to Seventh, to Federal, to Front, to Wharton, to Ninth, to Ellsworth, to Twenty-third, place of starting.

Nineteenth and Twentieth streets branch.—Depot, Twentieth and Wharton streets. On Twentieth street to Chestnut, to Front, to Walnut, to Nineteenth, to Tasker, to Twentieth, to the depot.

Catharine and Bainbridge streets branch.—Start at Schuylkill avenue and Christian street, northeast on Schuylkill avenue to Bainbridge street, east on Bainbridge to Front, south on Front to Catharine, west on Catharine to Gray's Ferry road,

southwest on Gray's Ferry road to Christian street, west on Christian to Schuylkill avenue.

Seventeenth and Eighteenth streets branch.—Depot, Twentieth and Wharton streets. From Reed street north on Eighteenth to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, to Seventeenth, to Reed, to Eighteenth, place of starting.

Market street branch.—Depot, Forty-first and Haverford streets. On Forty-first street to Market, to Delaware avenue, returning by the same route.

Baring street branch.—Depot, Forty-fourth and Columbia avenue. From Forty-fourth street and Elm avenue east on Elm avenue to Fortieth street, to Fairmount avenue, to Thirty-sixth, to Baring, to Thirty-third, to Market, to Delaware avenue: return on Market to Thirty-third, to Baring, to Thirty-seventh, to Fairmount avenue, to Fortieth, to Hutton, to Forty-first, to Elm avenue, to Forty-fourth, place of starting.

Haddington branch.—Depot, Forty-first and Haverford streets. On Haverford street to Sixty-seventh: returning on Haverford street to Sixty-fifth, to Vine, to Fifty-third, and Haverford street to the depot.

Market street extension.—Depot, Forty-second and Chestnut streets. West on Market street from Forty-first to Sixty-third, to Vine; returning the same route.

Spruce street branch.—Depot, Forty-ninth street and Woodland avenue. East on Woodland avenue to Forty-seventh, to Chester avenue, to Forty-first, to Spruce, to Woodland avenue, to Thirty-third, to Market, to Delaware avenue; return on Market to Thirty-third, to Woodland avenue, to Spruce, to Forty-second, to Chester avenue, to Forty-seventh, to Woodland avenue, to the depot.

Lancaster avenue branch.—Depot, Forty-fourth street and Columbia avenue. On Forty-fourth street to Lancaster avenue, to Thirty-second, to Chestnut, to Front, to Walnut, to Twenty-second, to Chestnut, to Thirty-second, to Lancaster avenue, to Forty-fourth, to Elm avenue, and return on Forty-fourth street to the depot.

Chestnut street branch.—Depot, Forty-second and Chestnut streets. On Forty-second street to Baltimore avenue; return on Forty-second to Chestnut, to Front, to Walnut, to Twenty-second, to Chestnut, to the depot.

Darby branch.—Depot, Forty-ninth street and Woodland avenue. From the borough of Darby, in Delaware county, on Darby road to Woodland avenue, to Thirty-second and Market streets; returning by the same route.

McKean street branch.—Depot, Seventh and McKean streets. On McKean street to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Twenty-fourth; return east on Columbia avenue to Franklin street, to Race, to Seventh, to McKean, place of starting.

Seventh and Ninth streets extension.—Depot, Lehigh avenue and Hancock street. Starting from Broad and Lehigh avenue, east on Lehigh avenue to Ninth street, to Dauphin, to Franklin, to Columbia avenue, to Seventh, to Lehigh avenue, to Broad street.

Belgrade street branch.—Depot, Norris and Thompson streets. Starting from Lehigh avenue and Memphis street on Memphis to Palmer, to Front and Harrison, on Harrison to Howard, to Columbia avenue, to Franklin, to Thompson, to Marlborough, to Belgrade, to York, to Cedar, to Lehigh avenue, to Memphis, place of starting.

Gray's Ferry branch.—Depot, Thirty-sixth and Gray's Ferry road. On Gray's Ferry road to Christian street, to Twenty-second, to Spruce, to Third, to Dock, to Second, to Pine, to Twenty-third, to Gray's Ferry road, to depot.

Twenty-second and Twenty-third streets branch.—Depot, Thirty-sixth and Gray's Ferry road. Starting at Twenty-second and Pine streets on Pine to Twenty-third, to Callowhill, to Twenty-fifth, to Green; return on Twenty-fifth to Hamilton, to Twenty-second, to Pine, place of starting.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets (transfers),	08

SUMMARY OF PAYMENTS.

Hay,	$106,820 75
Corn,	196,980 06
Oats,	6,452 28
Bran,	16,336 79
Straw,	17,968 28
Stable labor,	161,512 61
Stable material,	8,833 07
Blacksmithing,	49,043 93
Harness,	10,103 22
Horses,	79,306 50
Street repairs,	85,449 36
Car repairs,	69,418 71
Gas,	19,419 50
Oil,	3,209 68
Royalty and detective,	10,117 10
Conductors, drivers and gripmen,	775,457 95
Wages,	91,546 72
Salaries,	37,600 00
Printing,	5,100 07
Real estate repairs,	14,186 70
Stationery,	2,048 96
Water rents,	8,291 35
Insurances,	10,122 51
Taxes,	153,279 71
Damages,	51,623 22
Miscellaneous,	37,169 58
Engine and mill,	5,106 98
Rents,	2,238 45
Cable sundries,	10,811 14
Cable wages,	113,576 44
Cable oil,	14,409 56
Cable coal,	31,166 31
Cable grip labor,	14,569 57
Cable grip material,	16,940 15
Cable repairs,	45,954 73
Cable rope,	73,013 92
Total,	$2,355,185 86

PITTSBURGH, ALLEGHENY AND MANCHESTER TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John H. Dalzell,	Allegheny, Pa.
Vice President,	Joshua Rhodes,	Allegheny, Pa.
Secretary,	A. M. Neeper,	Pittsburgh.
Treasurer,	F. C. Hutchinson,	Pittsburgh.
General Superintendent,	James C. Cotton,	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John H. Dalzell, ...	Allegheny, Pa.	Frederick Guinner.	Allegheny, Pa.
Joshua Rhodes, ...	do.	C. L. Magee, ...	Pittsburgh.
George B. Hill, ...	do.		

By whom is the road operated? Pittsburgh, Allegheny and Manchester Traction Company.

With what other companies consolidated? This company has leased and agreed to operate the Pittsburgh, Allegheny and Manchester Passenger Railway Company and the Pittsburgh Union Passenger Railway Company.

Date of consolidation: Date of leases, July 25, 1891. Term of Pittsburgh, Allegheny and Manchester Passenger Railway Company nine hundred and ninety-nine years. Term of Pittsburgh Union Passenger Railway Company nine hundred and eighty-five years.

General offices of the company at corner Market and Liberty streets, Pittsburgh.

For information relating to this report, address A. M. Neeper, 110 Diamond street, Pittsburgh.

What kind of power is used for propelling the cars on your road? Horses; after October 1, 1891, electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized December 14, 1889, with a capital stock of $5,000.00, 100 shares par value, $50.00, which was increased to $3,000,000.00, May 29, 1890.

After the increase of the capital stock, on July 25, 1890, the company leased the property and franchises of the Pittsburgh, Allegheny and Manchester Passenger Railway Company for a term of nine hundred and ninety-nine years, and on the same date the property and franchises of the Pittsburgh Union Passenger Railway Company for the term of nine hundred and eighty-five years, having previously contracted to equip their roads with necessary apparatus, and to operate the same as electrical roads.

On August 4, 1890, the contract for reconstruction of the passenger railways was let, and the reconstruction of the same carried on ever since, and is now nearly completed.

The foundation of the road-bed was constructed with concrete, in which were laid oak ties, the rails being the girder flange rail mounted upon chairs fixed to the ties. The over-head system of wiring is to be used in the operation of the road, and is at this date completed.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Leased and operated lines.—From corner Union and Liberty streets, Pittsburgh, to Sixth street, to Suspension bridge and across it to Allegheny City; thence by way of Federal street, West Ohio street, Western avenue, Bidwell street, Pennsylvania avenue to Beaver avenue, to Island avenue, to Preble avenue.

Rebecca street branch.—Leaves main line, corner Federal and Lacock streets; thence along Lacock, Craig and Rebecca streets and Beaver avenue to car house, corner Island avenue.

East Ohio street (or Troyhill) branch.—Leaves main line, corner Federal and Ohio streets; thence along East Ohio street to car house, near Chestnut street.

Duquesne Way branch.—Leaves main line at Sixth street and Duquesne Way to Fifth street, to Liberty avenue, to Union street at Union line. Connects with Citizens' Traction line, Pittsburgh Traction line, Pittsburgh Union Passenger railway and Federal Street and Pleasant Valley Electric railway.

Union line.—From corner Fifth avenue and Market street, Pittsburgh, along Fifth avenue, Liberty street, Fifth street, Penn avenue and Water street to Union bridge,

across the bridge to Grant avenue, Allegheny City; thence along Grant avenue, South avenue, Allegheny avenue, Franklin street, Fulton street, Washington avenue, Market street and Stanton avenue to car house; thence along Preble avenue, Hanover street and McClure avenue to Woods Run avenue to terminus. Connects with Pittsburgh, Allegheny and Manchester Passenger Railway Company and Pittsburgh and West End Railway Company.

South avenue extension.—Beginning at South avenue and Grant avenue; thence via South avenue to School street, to Robinson street to Federal street, connecting with the Pittsburgh, Allegheny and Manchester Passenger Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	Free.
Tickets in packages of fifty sold for	$2 45

SUMMARY OF PAYMENTS.

For construction,	$620,830 82
For equipment,	21,760 91
For maintaining the road or real estate of the corporation, and operating the road,	246,786 33
For interest,	36,357 38
For new passenger cars and horses,	90,205 03
For miscellaneous,	65,214 14
For municipal taxes,	1,625 34
For state taxes,	5,454 88
Total,	$1,088,234 83

GENERAL BALANCE SHEET.

DR.			CR.		
Stocks of other companies,	$3,191,562 86		Capital stock,		$2,897,166 66
Real estate,	50,900 00		General mortgage bonds,		667,000 00
Construction, $620,830 82			Bonds of other companies,	$300,000 00	
Equipment, 111,965 94			Bills payable,	341,282 53	
	732,796 76		Accounts payable,	46,500 97	
		$3,975,259 62			687,783 50
Union Bridge Company stock,	$612 50				
Produce Exchange stock,	10 00				
Petty cash, $387 95					
Treasurer, 275,680 09					
	276,068 04				
		276,690 54			
Total,		$4,251,950 16	Total,		$4,251,950 16

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$276,068 04
Total surplus,	$276,068 04
Surplus invested as follows:	
Cash and loans,	$276,068 04

IMPORTANT CHANGES DURING THE YEAR.

The road-bed of the leased lines were wholly reconstructed. The old street railway bed laid upon stringers with flat rail being replaced by a road-bed whose foundation consists of concrete and oak ties, with flange girder rails arranged to operate the road by electricity, an over-head wire system being used. Large thirty foot cars taking the place of cars formerly used.

PITTSBURGH, ALLEGHENY AND MANCHESTER PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Fred. Guinuer,	Allegheny, Pa.
Vice President,	C. L. Magee,	Pittsburgh.
Secretary, Treasurer,	A. M. Neeper,	Pittsburgh.
General Superintendent,	J. C. Cotton,	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
F. Guinner,	Allegheny, Pa.	George B. Hill,	Allegheny, Pa.
Joshua Rhodes,	do.	C. L. Magee,	Pittsburgh.
John H. Dalzell,	do.		

Date of annual meeting for election of directors: Third Monday of January of each year.

By whom is the road operated? Pittsburgh, Allegheny and Manchester Traction Company.

With what other companies consolidated? Leased and operated by above traction company.

Date of consolidation: Date of leasing July 25, 1891.

General offices of the company at Liberty and Market streets, Pittsburgh.

For information relating to this report, address A. M. Neeper, secretary, 110 Diamond street, Pittsburgh.

What kind of power is used for propelling the cars on your road? Horses now, electricity after October 1, 1891.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pittsburgh, Allegheny and Manchester Passenger Railway Company was organized under a charter approved April 12, 1859, with a capital stock of $75,000, which was afterward increased to $350,000.

The main line was constructed in 1859. Rebecca street branch in 1860, and the East Ohio street branch in 1866.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Main line.—From the corner of Sixth and Liberty streets, Pittsburgh, along Sixth street to suspension bridge, and across it to Allegheny City; thence by way of Federal street, West Ohio street, Western avenue, Bidwell street, Pennsylvania avenue and Beaver avenue, to stable on Strawberry lane.

Rebecca street branch.—Leaves main line at corner Federal and Lacock streets; thence along Lacock, Craig, Rebecca streets and Beaver avenue to car house, corner of Walnut street.

Troy Hill branch.—Leaves main line, corner Federal and Ohio streets; thence along East Ohio street to car house and stable, near Chestnut street.

Connects with Citizens' Traction Company, Pittsburgh Union Passenger Railway Company, People's Park Passenger Railway Company, Federal Street and Pleasant Valley Railway Company, Pittsburgh Traction Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Lease and operating contract of the Pittsburgh, Allegheny and Manchester Traction Company,	$550,000 00	Capital stock,	$350,000 00
Profit and loss,	51,411 30	Funded debt,	200,000 00
		Rent from traction company,	51,411 30
Total,	$601,411 30	Total,	$601,411 30

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, 1890, 10 per cent., $35,0000.

Paid in dividends, cash,	$35,000 00
Total surplus,	$51,411 30
Surplus invested as follows:	
Cash and loans,	$51,411 30

IMPORTANT CHANGES DURING THE YEAR.

Loop on Duquesne way, Fifth street and Liberty avenue, in Pttsburgh.

This road was leased to and contracted to be operated by the Pittsburgh, Allegheny and Manchester Traction Company, to whose report reference is made for details required by this form of report.

PITTSBURGH AND BIRMINGHAM PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. Sellers McKee,	Allegheny.
Secretary,	D. Z. Brickell,	Pittsburgh.
Treasurer,	Daniel Beech,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. Sellers McKee,	Allegheny.	F. McGowin,	Pittsburgh.
J. A. Chambers,	Allegheny.	Thos. W. McKee,	Allegheny.
D. Z. Brickell,	Pittsburgh.		

Date of annual meeting for election of directors: January.

By whom is the road operated? Pittsburgh and Birmingham Traction Company.

General offices of the company at Pittsburgh.

For information relating to this report, address Daniel Beech, Pittsburgh.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent July 5, 1859. Leased November 19, 1889, to the Pittsburgh and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

See report of Pittsburgh and Birmingham Traction Company.

GENERAL BALANCE SHEET.

Capital stock,	$200,000 00
Bonds,	75,000 00

PITTSBURGH AND BIRMINGHAM TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	Murray A. Verner,	Pittsburgh.
Vice President,	H. Sellers McKee,	Allegheny, Pa.
Secretary,	F. J. Tener,	Osborne, Pa.
Treasurer,	Daniel Beech,	Pittsburgh.
General Superintendent,	Miller Elliott,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Murry A. Verner,	Pittsburgh.	T. H. Given,	Pittsburgh.
H. Sellers McKee,	Allegheny, Pa.	E. E. Denniston,	Philadelphia.
J. A. Chambers,	Allegheny, Pa.	J. P. Ilsley,	Philadelphia.
D. Z. Brickell,	Pittsburgh.		

Date of annual meeting for election of directors: Second Tuesday in October.

By whom is the road operated? Pittsburgh and Birmingham Traction Company.

General offices of the company at Garrison Building, Pittsburgh.

For information relating to this report, address Murray A. Verner, president, Pittsburgh.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued August 15, 1889, to the Pittsburgh and Birmingham Traction Company. Pittsburgh and Birmingham Passenger Railroad Company, including the South Side Passenger Railroad Company, leased November 19, 1889, to the Pittsburgh and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Main line: Double track, starting at Thirty-fourth and Carson streets, along Carson street to and over Monongahela bridge to Smithfield street, to Liberty street, to Union station, and return by same route. Short line: Starting at car house corner Thirtieth and Carson streets, along Thirtieth street to Sarah street, to Tenth street, to and over the Birmingham bridge across the Monongahela river to Second avenue, to Grant street, to Third avenue, to Market street, to Fourth avenue, and returning by Fourth avenue to Grant street, to Third avenue, and from thence to car house by route described.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of one hundred sold for	5 00

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$122,622 76
For interest,	77,861 47
For miscellaneous,	4,267 88
For municipal taxes,	2,802 50
For state taxes,	1,418 72

GENERAL BALANCE SHEET.

DR.		CR.	
Property,	$3,000,000 00	Capital stock,	$3,000,000 00
Improvements or new construction,	1,469,163 22	Bond and mortgage,	1,500,000 00
Stock in Monongahela Water Company,	675 00	Bills payable,	119,724 88
Cash,	34,672 68	Accounts payable,	8,968 14
Accounts receivable,	2,212 50	Coupons matured, unpresented,	6,725 00
Coupon deposit (cash),	6,725 00	Profit and loss,	81,050 28
Monongahela Bridge Co. advance,	184,252 40		
Horses,	15,215 00		
Feed,	532 50		
Suspense,	3,020 00		
Total	$4,716,468 30	Total,	$4,716,468 30

STOCK AND DIVIDENDS.

We have no surplus, our profits being used as made for betterments.

IMPORTANT CHANGES DURING THE YEAR.

Main line changed from horse power to electricity, end of June, 1891.

PITTSBURGH, OAKLAND AND EAST LIBERTY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thomas S. Bigelow,	Pittsburgh.
Secretary,	John G. Traggardt,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George W. Elkins,	Pittsburgh.	William H. Kemble,	Philadelphia.
William L. Elkins,	Philadelphia.	J. Z. Wainright,	Pittsburgh.
George C. Wilson,	Pittsburgh.	Thomas S. Bigelow,	Pittsburgh.
P. A. B. Widener,	Philadelphia.		

GENERAL INFORMATION.

The property and franchises of the Pittsburgh, Oakland and East Liberty Passenger Railway Company were, on the 17th day of June, 1887, leased to the Pittsburgh Traction Company, for the term of nine hundred and ninety-nine years, which company has since that date operated the road, and as to all questions hereinafter put to which answers are not appended, you are respectfully referred to the report of that company.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of corporate charter, April 8, 1859.

PITTSBURGH, GLENWOOD AND HOMESTEAD STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James D. Callery,	Pittsburgh.
Treasurer,	John W. Taylor,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery,	Pittsburgh.	William J. Burns,	Pittsburgh.
John C. Reilly,	do.	J. H. McRoberts,	do.
William V. Caliery.	do.		

Date of annual meeting for election of directors: January 12, 1891.

By whom is the road operated? Road not in operation.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address John W. Taylor, treasurer, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was duly incorporated December 15, 1890, but has not yet been constructed.

PITTSBURGH PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. R. McGinley.	Winebiddle avenue. Pittsburgh.
Secretary,	C. B. Wood,	No. 89 Herron avenue, Pittsburgh.
Treasurer,	F. J. Cluley,	Westinghouse Building, Pittsburgh

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. R. McGinley.	Winebiddle ave., Pittsburgh.	J. O. Brown.	City Hall, Pittsburgh.
S. A. Duncan,	Thirty-third st., Pittsburgh.	C. B. Wood,	89 Herron ave., Pittsburgh
T. A. Gillespie,	820 Penn avenue, Pittsburgh.		

General office of the company at Pittsburgh.

For information relating to this report, address J. R. McGinley, 417 Wood street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The road has not been constructed.

PITTSBURGH SUBURBAN PASSENGER RAILWAY COMPANY

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	F. G. Kay,	7 Lincoln avenue, Allegheny, Pa.
Secretary,	Henry McKnight,	149 Western avenue, Allegheny, Pa.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Henry McKnight,	149 Western av., Allegheny, Pa.	Geo. M. Brisbin.	
James Benney,	Fifth avenue, Pittsburgh.	Chas. H. Shinkle,	Forbes St. nr. Craig, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Never having gotten rights over the streets of the city nothing has ever been done towards construction.

PITTSBURGH TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George W. Elkins,	Pittsburgh.
Vice President,	Thomas S. Bigelow,	do.
Secretary,	John G. Traggardt,	do.
Treasurer,	John G. Traggardt,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George W. Elkins,	Pittsburgh.	Joseph Z. Wainwright,	Pittsburgh.
P. A. B. Widener,	Philadelphia.	Thomas S. Bigelow,	do.
William L. Elkins,	Philadelphia.	George C. Wilson,	do.
William H. Kemble,	Philadelphia.		

Date of annual meeting for election of directors: Third Monday of November, each year.

By whom is the road operated? The Pittsburgh Traction Company.

With what other companies consolidated? The Pittsburgh, Oakland and East Liberty Passenger Railway Company and Central Transit Company.

Date of consolidation: June 17, 1887.

General offices of the company at 6006 Penn avenue, Pittsburgh.

For information relating to this report, address John G. Traggardt, secretary, 6006 Penn avenue, Pittsburgh.

What kind of power is used for propelling the cars on your road? Cable.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pittsburgh Traction Company was organized 14th of April, 1887, with an authorized capital stock of $2,500,000, payable in instalments. Up to present date, $1,900,000 of this has been paid in.

After securing control of the Pittsburgh, Oakland and East Liberty Railway Company, the work of changing the motive power from horse power to cable was commenced, and by November, 1888, the whole line, including that part of Central Transit Company from Wylie avenue to its terminus on Liberty avenue, was operated by cable.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Liberty street, through Fifth avenue to Shady avenue; thence by Penn avenue to company's East Liberty depot; thence returning by Hiland avenue to Fifth avenue, and through said Fifth avenue to point of starting.

RATE OF FARE FOR PASSENGERS.

Single fare,	3 and 5c.
Tickets in packages,	15 and 25c.

SUMMARY OF PAYMENTS.

For construction,	$8,028 49
For equipment,	21,483 60
For maintaining the road or real estate of the corporation, and operating the road,	231,853 19
For interest,	40,780 50
For dividends,	150,000 00
For new passenger cars and horses: $6,600 included in equipment above.	
For municipal taxes,	6,770 36
For United States taxes,	3,920 76
Total,	$462,836 90

GENERAL BALANCE SHEET.

DR.		CR.	
Permanent investments, construction and real estate,	$2,540,162 04	Capital stock.	$2,500,000 00
Equipments including materials on hand,	176,413 45	First mortgage coupon bond,	750,000 00
Cash and collectible accounts,	94,953 29	Bonds issued by Pittsburgh, Oakland and East Liberty Passenger Railway Company, assumed by this company.	7,000 00
Instalments not yet called.	600,000 00	Mortgage on lot on Fifth avenue,	10,000 00
		Monthly vouchers for supplies,	4,206 38
		Surplus.	140,322 40
Total.	$3,411,528 78	Total.	$3,411,528 78

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Three dollars per share, July 1, 1890.

Paid in dividends, cash,	$150,000 00
Balance for the year, or surplus,	$137,056 63
Surplus at commencement of the year,	3,265 77
Total surplus,	$140,322 40

PITTSBURGH INCLINE PLANE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. F. Grimes,	Knoxville, Pittsburgh.
Secretary, Treasurer,	R. C. Cornelius,	Pittsburgh.
General Superintendent,	W. J. Hunter,	Knoxville, Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. F. Grimes,	Knoxville, Pittsburgh.	E. J. Matthews,	Philadelphia.
Francis Rawle,	Philadelphia.		

By whom is the road operated? Above company.

General office of the company at Pittsburgh.

For information relating to this report, address J. F. Grimes, president, box 696, Pittsburgh.

What kind of power is used for propelling the cars on your road? Steam.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets, 50 coupons, $1.25; monthly ticket, 54 trips,	1 00
Tickets in packages of fifty sold for	1 25

PITTSBURGH UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. W. Dalzell,	Allegheny, Pa.
Secretary,	A. M. Neeper,	Pittsburgh.
Treasurer,	F. C. Hutchinson.	
General Superintendent,	J. C. Cotton,	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCE.	NAMES.	RESIDENCES.
J. W. Dalzell,	Allegheny, Pa.	J. H. Dalzell,	Allegheny, Pa.
C. L. Magee,	Pittsburgh.	F. C. Hutchinson,	Pittsburgh.
Joshua Rhodes,	Allegheny, Pa.	G. B. Hill,	Allegheny, Pa.
F. Guinner,	Allegheny, Pa.		

Date of annual meeting for election of directors: Second Monday of January of each year.

By whom is the road operated? Pittsburgh, Allegheny and Manchester Traction Company.

With what other companies consolidated? None; leased to above traction company.

Date of consolidation: Leased July 25, 1890.

General offices of the company at corner of Market and Liberty streets, Pittsburgh.

For information relating to this report, address A. M. Neeper, secretary, 110 Diamond street, Pittsburgh.

What kind of power is used for propelling the cars on your road? Horses now; electricity after October 1, 1891.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Union Passenger Railway Company: Articles of association dated October 31, 1878, filed November 2, 1878, letters patent issued November 2, 1878.

Pittsburgh Union Passenger Railway Company: Articles of association dated August 27, 1879, filed August 30, 1879, letters patent issued August 30, 1879.

The above companies were consolidated August 26, 1881, under the name of Pittsburgh Union Passenger Railway Company, and a copy of the articles of consolidation was forwarded to the Secretary of State on same day. The track was laid during the spring and summer of 1881, and the first cars were run in the latter part of July, 1881.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From corner of Fifth avenue and Market street, Pittsburgh, along Fifth avenue, Liberty street, Fifth street, Penn avenue and Water street to Union bridge, across the bridge to Grant avenue, Allegheny city; thence along Grant avenue, South avenue, Allegheny avenue, Franklin street, Fulton street, Washington avenue, Market street and Stanton avenue to stable and car house; thence along Preble avenue, Hanover street and McClure avenue to Woods Run avenue, the terminus. Connects with Pittsburgh, Allegheny and Manchester Passenger railway, and Pittsburgh and West End railway.

GENERAL BALANCE SHEET.

DR.		CR.	
Lease and operating contract, Pittsburgh, Allegheny and Manchester Traction Company,	$182,755 00	Capital stock,	$82,755 00
Profit and loss,	8,568 52	Bonds,	100,000 00
		Rental, Pittsburgh, Allegheny and Manchester Traction Company,	8,568 52
Total,	$191,323 52	Total,	$191,323 52

STOCK AND DIVIDENDS.

Total surplus, $8,568 52

IMPORTANT CHANGES DURING THE YEAR.

Loop to make connection with track of the Pittsburgh, Allegheny and Manchester Passenger Railway Company was constructed on South avenue, School street and Robinson street in Allegheny, Pa. This road was leased to and contracted to be operated by the Pittsburgh, Allegheny and Manchester Traction Company, to whose report reference is made for the details required by this form of report.

PITTSBURGH AND WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	John C. Reilly	Pittsburgh.
Secretary	Thos. S. Bigelow	do.
Treasurer	J. C. Reilly	do.
General Manager, General Superintendent	Wm. J. Burns	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John C. Reilly	Pittsburgh.	Wm. V. Callery	Pittsburgh.
Thos. S. Bigelow	do.	Wm. J. Burns	do.
J. D. Callery	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Wm. J. Burns.

General offices of the company at Wabash avenue, Thirty-sixth ward, Pittsburgh.

For information relating to this report, address Wm. J. Burns, superintendent, Wabash avenue, Thirty-sixth ward, Pittsburgh.

What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter of the Pittsburgh and West End Passenger Railway Company was granted March 26, 1879; the road was constructed, buildings erected, and the cars commenced running July 4 of the same year; the road was opened with seven and is now operating twenty cars.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at Fifth avenue and Market street to Liberty street, to Fifth street, to Penn avenue, to Water street, to Point bridge, across bridge to Carson street, to Main street, to Wabash avenue, to stables in Thirty-sixth ward. Extensions from Point bridge east on Carson street to Monongahela bridge, and west on Carson street to city line; then on Chartiers and Robison township turnpike road to Chartiers stables in Stowe township.

The Union Passenger Railway Company connects with this line at Penn and Water streets; the following connections are also made at City station with Citizens' Cable Traction Company, with Pittsburgh Cable Traction Company, with the Pittsburgh, Allegheny and Manchester Electric Traction Company, at Point bridge with the Pittsburgh and Lake Erie railroad, at Point bridge with the Pittsburgh, Chicago and St. Louis railroad, at Point bridge and Carson with the Duquesne Incline Plane, at Carson and Main with Sawmill Run railroad.

SUMMARY OF PAYMENTS.

For construction,	$21,139 00
For maintaining the road or real estate of the corporation, and operating the road,	63,993 75
For interest,	4,086 00
For dividends,	20,000 00
For new passenger cars and horses,	980 00
For miscellaneous,	235 00
For municipal taxes,	845 40
For state taxes,	2,355 64
Total,	$113,634 79

GENERAL BALANCE SHEET.

DR.		CR.	
Construction account,	$149,355 52	Bonds account,	$75,000 00
Equipment account,	38,876 31	Capital stock account,	110,060 14
Sundries account,	10,719 25	Bills payable account,	16,000 00
Cash account,	10,426 84	J. H. Pender,	75 00
		Profit and loss,	8,242 78
Total,	$209,377 92	Total,	$209,377 92

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: December 31, 1890, cash, $2.50 per share, on 4,000 shares; June 30, 1891, cash, $2.50 per share, on 4,000 shares.

Paid in dividends, cash,	$20,000 00
Balance for the year, or surplus,	$4,693 94
Surplus at commencement of the year,	3,548 84
Total surplus,	$8,242 78
Material, fuel and stores,	$560 00

PITTSTON STREET CAR COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Isaac Everitt,	Pittston, Pa.
Secretary,	E. W. Mulligan,	Wilkes-Barre, Pa.
Treasurer,	M. W. Morris,	Pittston, Pa.
General Superintendent,	Isaac Everitt.	Pittston, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Isaac Everitt,	Pittston, Pa.	James L. Morris,	Pittston, Pa.
M. W. Morris,	do.	E. W. Mulligan,	Wilkes-Barre, Pa.
Geo. B. Everitt,	do.	E. L. Mulligan,	Wilkes-Barre, Pa.

Date of annual meeting for election of directors: May 10.

By whom is the road operated? Pittston Street Car Company.

General offices of the company at Pittston, Pa.

For information relating to this report, address E. W. Mulligan, secretary, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road was originally chartered as the Pittston Passenger Railway Company, by act of legislature passed in the year 1873, and operated by said company until the month of February, 1882, when it was sold by the sheriff of Luzerne county, to satisfy the bondholders. It was then reorganized January 1, 1883, under the present name of the Pittston Street Car Company, and has been operated by that company to date.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the intersection of Railroad and Main streets; thence along and upon said Main street to the junction of the Lehigh Valley and the Lackawanna and Bloomsburg division of the Delaware, Lackawanna and Western railroad, one and three-fourth miles in length.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages sold for	1 00

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$4,845 41
For dividends,	800 00
For payments made balance,	59 32
For municipal taxes,	19 29
For state taxes,	93 01
Total,	$5,817 03

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$7,000 00	Capital stock,	$10,000 00
Equipment,	3,000 00		
Total,	$10,000 00	Total,	$10,000 00

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: October, 1890, 2 per cent.; February, 1891, 2 per cent. April, 1891, 2 per cent., and June, 1891, 2 per cent.

Paid in dividends, cash,	$800 00
Balance for the year,	59 32
Surplus balance,	103 91
Total surplus,	59 32

PITTSTON, MOOSIC AND PLEASANT VALLEY STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES	RESIDENCES.
President,	John J. Patterson,	Mifflintown, Pa.
Secretary, Treasurer,	John Graham.	

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John J. Patterson,	Mifflintown, Pa.	W. C. Coffey,	Carlisle, Pa.
G. Mortimer Lewis,	Wilkes-Barre, Pa.	W. F. Sadler,	do.
Robert McMeen,	Mifflintown, Pa.		

By whom is the road operated? Not in operation.

With what other companies consolidated? Leased to the Wilkes-Barre and Wyoming Valley Traction Company.

Date of consolidation: March 7, 1891, leased.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, secretary, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Propose to use electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered February 5, A. D. 1891.

GENERAL BALANCE SHEET.

DR.		CR.	
To amount received, 10 per cent. on $14,000,	$1,400 00	By amount paid legal expense, charter, including attorney fees,	$1,400 00

PLYMOUTH STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John J. Patterson,	Mifflintown, Pa.
Secretary,	John Graham.	
Treasurer.	John Graham.	

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John J. Patterson,	Mifflintown, Pa.	John B. Reynolds,	Kingston, Pa.
G. Mortimer Lewis,	Wilkes-Barre, Pa.	W. F. Sadler,	Carlisle, Pa.
Robert McMeen,	Mifflintown, Pa.		

By whom is the road operated? Not in operation.

With what other companies consolidated? Leased to Wilkes-Barre and Wyoming Valley Traction Company.

Date of lease: March 7, 1891.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, secretary, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Not in operation. Propose to use electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

None. January 10, A. D. 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Intend to occupy Main street in Plymouth.

GENERAL BALANCE SHEET.

DR.		CR.	
To amount received, 10 per cent. on $4,000 stock,	$400 00	By amount paid for charter, legal expenses, including securing franchise, right of way,	$400 00

POINT BREEZE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Matthew Brooks,	1532 Diamond street.
Secretary and Treasurer,	William H. Brooks,	4756 Morris street, Germantown.

For information relating to this report, address Matthew Brooks, 1532 Diamond street.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Point Breeze Passenger Railway Company was organized June, 1889. Capital $72,000. This company has never advanced beyond a preliminary organization.

POTTSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George N. Malsberger,	Pottstown, Pa.
Secretary,	Calvin Fegeley,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William S. Ellis,	Pottstown, Pa.	Livingston Saylor,	Pottstown Pa.
J. Allen Healy,	do.	J. C. Sotter,	do.
Calvin Fegeley,	do.		

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted July 3, 1890. Organization of company June 30, 1890.

This company has never gone into active operation. High street, the principal thoroughfare, being in the possession of the Perkiomen and Reading Turnpike Company, hence the impossibility of having councils grant us the permission to use said road, without which the railway would be of little use.

RAPID TRANSIT PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Chas. J. Essig,	Wallingford, Delaware co., Pa., since resigned.
Secretary,	G. P. Denis,	Nineteenth and Chestnut streets, Chester, Pa.
Treasurer,	A. A. Cochran,	Chester, Pa.
General Manager,	G. P. Denis,	Nineteenth and Chestnut streets, Chester, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Samuel J. Cochran,	Nineteenth street, Chester, Pa.	G. P. Denis,	Nineteenth and Chestnut sts., Chester, Pa.
Hubert J. Riley,	Third and Edward streets, South Chester.	J. Watts Mercur,	Wallingford, Delaware co., Pa.
D. Y. Laine,	Media, Delaware county, Pa.	Chas. J. Essig,	Wallingford, Delaware co., Pa.

Date of annual meeting for election of directors: March 3.
By whom is the road operated? Not yet in operation.
General offices of the company at Chester, Pa.
For information relating to this report, address G. P. Denis, Chester, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was chartered the 9th of October, 1890. It was organized to meet a long-existing demand for local railway service between Chester and Media; a great amount of preliminary work has been done, surveys made and local support secured for the road. The road has not yet been constructed; municipal consent to the construction of the road has been obtained.

RAPID TRANSIT ELECTRIC RAILROAD COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES OR ADDRESS.
President,	Hiram Miller,	3106 N. Fifteenth st., Philadelphia.
Vice President,	William A. Levering,	Office, 809 N. Delaware avenue, Phila.
Secretary, Treasurer,	Joseph A. Thompson,	1022 Race street, Philadelphia.
Counsel,	Geo. W. McPherran,	120 South Sixth street, Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Hiram Miller,	3106 N. Fifteenth street, Philadelphia.	John B. Mencke,	721 Arch street, Philadelphia.
Wm. A. Levering,	809 North Delaware avenue, Philadelphia.	Chas. N. Apple,	619 Walnut street, Philadelphia.
Lewis Eckel,	135 South Front street, Philadelphia.	Franklin Noble,	9 Cliff street, New York city.

By whom is the road operated? Not in operation.
For information relating to this report, address Joseph A. Thompson, 1022 Race street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated February 8, 1888, under general railroad act of April 4, 1868, and amendments. Letters patent under act of June 8, 1874.
Organized January 21, 1888.
Experimental construction only made, which is no longer in operation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Twenty-ninth street, Ridge avenue, Twenty-eighth street, Parish street, Corinthian avenue, Brown street, Marshall street, Wood street, Sixth street, Minor street, Fifth street, Wood street, Seventh street, Spring Garden street, Eleventh street, Poplar street, Twenty-eighth street, Ridge avenue, Twenty-ninth street to Allegheny avenue.

IMPORTANT CHANGES DURING THE YEAR.

No business whatever has been transacted by this company since the last report. A bondholder has commenced foreclosure proceedings. No other changes.

READING CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	B. F. Owen,	545 Centre avenue, Reading
Vice President,	James L. Douglass,	211 South Fifth street, Reading.
Secretary, Treasurer,	Henry A. Muhlenberg,	200 N. Fourth and 520 Washington St., Reading.
General Manager, General Superintendent,	John A. Rigg,	520 Chestnut street, Reading.

DIRECTORS.

NAMES.	RESIDENCES.
B. F. Owen,	545 Centre avenue, Reading.
James L. Dougles,	214 South Fifth street, Reading.
William R. McIlvain,	210 North Fifth street, Reading.
Matthew Harbster,	742 Centre avenue, Reading.
William A. Sands,	428 Walnut street, Reading.
Albert Tralheimer,	105 North Eighth street, Reading.
Charles H. Schaeffer,	226 North Fifth street, Reading.
John Rich,	630 Centre avenue, Reading.
Henry A. Muhlenberg,	200 North Fourth street, Reading.

Date of annual meeting for election of directors: The second Tuesday in January.

By whom is the road operated? The Reading City Passenger Railway Company.

With what other companies consolidated? The Perkiomen Avenue Passenger Railway Company.

Date of consolidation: The legal consolidation took place April, 1889, under the name of the Reading City Passenger Railway Company. By virtue of a resolution of the board of directors the two corporations were operated and the accounts kept as separate organizations until June 30, 1889.

General offices of the company at northeast corner, second floor, Fifth and Penn streets, Reading, Pa.

For information relating to this report, address B. F. Owen or Henry A. Muhlenberg.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Reading City Passenger Railway Company was incorporated by act of the general assembly of the Commonwealth of Pennsylvania, approved December 18, 1873. See Pamphlet Laws of 1874, appendix, page 463, etc.

The Penn Street Passenger Railway Company was incorporated by act of the general assembly of the Commonwealth of Pennsylvania, approved the 3d day of April, A. D. 1873. See Pamphlet Laws of 1874, appendix, pages 346 and 349.

The Penn Street Passenger Railway Company was reorganized under the name of the Perkiomen Avenue Passenger Railway Company.

The Reading City Passenger Railway Company and the Perkiomen Avenue Passenger Railway Company were consolidated under and by virtue of the act approved May 16, 1861. In the month of April, 1889, the name of the consolidated corporation is the Reading City Passenger Railway Company.

For full history of the organization and construction of the original Reading City Passenger Railway Company see report to Department of Internal Affairs dated December 31, 1888.

During the year ending June 30, 1891, six hundred and twenty-five shares of stock were issued at par to the stockholders of the company, for which the sum of $31,250 were received in cash by the company.

The following construction was done during the period named: A branch line on Burgamin street from Sixth street to Canal street, three squares in length. Second, a branch line on North Eighth street, from Penn street to Spring street, and along Spring street to Ninth street, eleven squares. Third, a double track from Eleventh and Penn streets to Thirteenth street and Chestnut street, two squares.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the foot of Sixth street; north on Sixth street to Windsor street; west on Windsor street to Centre avenue; north on Centre avenue to Robeson street; south on Centre avenue to Fifth street; south on Fifth street to Laurel street; east on Laurel street to Ninth street; north on Ninth street to Cotton street; east on Cotton street to Nineteenth street; north on Nineteenth street to Mineral Springs Park, with a branch on Sixth street from Windsor street to Robeson street, and a branch from Sixth street to Philadelphia and Reading railroad depot.

Beginning at foot of Third street; north on Third street to Chestnut street; east on Chestnut street to Fourth street; north on Fourth street to Washington street; east on Washington street to Sixth street; north on Sixth street to Walnut street; east on Walnut street to Eleventh street; north on Eleventh street to Marion street, with branches on Walnut street from Fifth to Sixth street; on Buttonwood street from Fifth to Sixth street; on Chestnut street from Fourth to Fifth street, and on Washington street from Second to Fourth street.

Beginning at foot of Penn street; east on Penn street to Perkiomen avenue; thence on Perkiomen avenue to Nineteenth street; thence along Mineral Spring lane to Mineral Springs.

For balance of description see last report.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	07
Tickets in packages of six sold for	25

SUMMARY OF PAYMENTS.

For construction,	$59,370 88
For maintaining the road or real estate of the corporation, and operating the road,	118,520 03
For interest,	6,075 00
For dividends,	13,500 00
For new passenger cars and horses: New cars, $3,000; horses, $6,000,	9,000 00
For payments to loan account,	11,175 71
For municipal taxes,	868 99
For state taxes,	1,331 14
Total,	$219,841 75

GENERAL BALANCE SHEET.

DR.		CR.	
Fifty-seven squares track at $1,500, as per last report,	$85,500 00	Capital stock,	$281,250 00
Fifth street branch, 26 squares, cost,	31,695 42	First mortgage bonds, due in 1892,	12,000 00
Schuylkill avenue branch, 7 squares, cost,	9,258 95	General mortgage bonds, due in 1909,	100,000 00
Perkiomen avenue passenger railway system, cost $139,271.99; additional amount spent during year, $4,113.91, total,	143,385 90	Common bonds, due in 1893, no interest,	9,800 00
Real estate, Sixth and Minor streets, cost $16,351.16,	18,000 00	Life tickets, due in 1893, no interest,	3,000 00
Real estate, South Third street, cost $13,025.42,	16,000 00	Note of company to Reading Trust Company,	12,000 00
Real estate, Tenth and Penn streets,	143 50	Notes of company endorsed by the directors to raise money for construction of Eighth street branch and double tracks on Perkiomen avenue,	28,000 00
Real estate Tenth and Exeter streets, cost,	15,784 61	Cash balance June 30, 1890,	9,817 41
Real estate, Perkiomen avenue,	4,280 50	Profit and loss, for differences between value of assets and amount of liabilities, including capital stock,	5,827 66
Second street branch, cost,	1,584 76		
Burgaman street branch, cost,	9,021 52		
Mineral Springs road branch, cost,	11,491 02		
Ninth and Tenth street branch road,	21,509 35		
Eleventh street branch,	7,813 03		
Cotton street branch, additional construction,	400 00		
Windsor street branch, additional construction,	300 00		
Centre avenue, additional construction,	500 00		
Deysher real estate, South Third street,	2,060 75		
Eighth street branch road, cost to June 30,	19,867 15		
Harness and stable fixtures as per last report,	2,221 20		
Sundry property as per inventory,	2,385 06		
Three hundred and eleven horses, exclusive of eighty horses belonging to Perkiomen Avenue Passenger railway at $125 per horse, *i. e.* 231; horses at $125,	28,875 00		
Fifty passenger cars, exclusive of twenty-three cars belonging to Perkiomen Passenger railway, at $400 per car,	20,000 00		
Cash balance June 30, 1891,	9,817 41		
Total,	$461,695 07	Total,	$461,695 07

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends and date of issue: There has at no time during the existence of the original Reading City Passenger Railway Company, or since the consolidation of that company with the Perkiomen Avenue Passenger Railway Company, under the name of the first mentioned company, been any issue of stock as a stock dividend.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1890, paid in cash 3 per cent. on $200,000, amount of dividend, $6,000. January, 1891, paid in cash 3 per cent. on $250,000, amount of dividend, $7,500.

Paid in dividends, cash,	$13,500 00
Balance for the year, or surplus,	9,817 41
Surplus at commencement of the year,	7,378 60
Total surplus,	9,817 41
Surplus invested as follows:	
Cash and loans, bank balances,	9,817 41

The company had on hand on June 30, 1891, material and feed amounting to a couple of thousand dollars. No account is, however, taken of this asset since no inventory or account of the material on hand was made at that date.

IMPORTANT CHANGES DURING THE YEAR.

The principal changes during the year from July 1, 1890, to June 30, 1891, are as follows:

The construction of a branch line on Burgamin street from Sixth street to Canal street, a distance of three squares, at a cost of $3,799.57.

Second. The construction of a branch line on North Eighth street from Penn street northward to Spring street, and along Spring street eastward to Ninth street, at a cost of $19,867.15.

Third. The construction of a double track from Eleventh and Penn streets to Thirteenth and Chestnut streets, at a cost of $4,113.91.

Fourth. The application to the councils of the city of Reading for permission to adopt the use of electricity as a motive power upon all the lines of the company, and for that purpose to erect poles along the lines of the company's railway.

READING AND SOUTHWESTERN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Henry Ahrens	Reading, Pa.
Secretary, Treasurer, General Manager, General Superintendent	George W. Keim	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wellington Van Reed	Reading, Pa.	Cyrus T. Fox	Reading, Pa.
Benjamin Saylor	do.	George Eltz	Reading, Pa.
Augustus W. Hoff	do.	David P. Schlott	Reading, Pa.
James R. Mercer	do.	Frederick R. Bechtel	Reading, Pa.
G. Fred. Mertz	do.	Wesley D. Mohn	Mohnsville Pa.
Henry C. Geissler	do.	James W. Shepp	Philadelphia.

Date of annual meeting for election of directors: Second Monday of January in each year.

By whom is the road operated? Not in operation.

General offices of the company at Reading, Pa.

For information relating to this report, address George W. Keim, 402½ Penn street, Reading, Pa.

What kind of power is used for propelling the cars on your road? Electric power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Reading and Southwestern Street Railway Company was incorporated on the 24th of November, 1890. A temporary organization had been previously effected and the company was permanently organized under the charter by the election of the present officers and board of directors. The construction of the street railway was not commenced until the spring of 1891.

At this writing the work is about two-thirds completed, and it is expected that with favorable weather the road will be in operation some time in August. The rates of fare and many other matters are still to be fixed, and on account of the road not being finished, therefore, no report as to its operation or management can be made at this time.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Third and Penn streets, in the city of Reading, Pa; thence on Third street to Chestnut street; thence on Chestnut street to Water street, otherwise known as River road; thence on said Water street, crossing the river Schuylkill to a point in the road leading from the Harrisburg bridge to the Lancaster bridge; thence along said road, to the Lancaster road; thence on the Lancaster road to the Sinking Spring road in the village of Shillington; thence on said Sinking Spring road to the Mohnsville road; thence on said Mohnsville road to the village of Mohnsville, in the county of Berks, Pa., and returning thence by the same route to Third and Penn streets, in the city of Reading, the place of beginning.

RIDGE AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	E. B. Edwards,	Ridge and Susquehanna ave., Philadelphia.
Secretary,	Wm. S. Blight,	do. do.
Treasurer,	Wm. S. Blight,	do. do.
General Superintendent,	Wm. Myers,	do. do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William S. Grant,	Philadelphia.	R A. F. Penrose, M. D.,	Philadelphia.
William T. Carter,	do.	Henry Norris,	do.
John Lamhert,	do.		

Date of annual meeting for the election of directors: Second Monday in January of each year.

By whom is the road operated? By above company.

With what other companies consolidated: The Girard College Passenger Railway Company, and the Ridge Avenue and Manayunk Passenger Railway Company.

Date of consolidation: March 8, 1872.

General offices of the company at corner Ridge and Susquehanna avenue, Philadelphia, Pa.

For information relating to this report, address William S. Blight, treasurer, at this office.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Girard College Passenger Railway Company, date charter April 15, 1858. The first car was run over the road March 14, 1859.

The Ridge Avenue and Manayunk Passenger Railway Company, date charter March 28, 1859. The first car run over the road in fall of 1859.

Consolidated March 8, 1872.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Manayunk to Second and Arch streets via Ridge avenue and Arch street and Tenth street, returning, Arch street to Ninth street, then following Ridge avenue to Manayunk. Double track, Ridge avenue and Arch street; single track, Ninth and Tenth streets.

Exchange tickets sold with Thirteenth and Fifteenth Streets Passenger Railway Company; also, Lehigh Avenue Passenger Railway Company, price eight cents.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08
Tickets in packages of five sold for	25

SUMMARY OF PAYMENTS.

For construction and equipment,	$1,847 50
For maintaining the road or real estate of the corporation, and operating the road,	196,213 27
For dividends,	150,000 00
For miscellaneous,	4,571 17
For municipal and state taxes,	19,621 80

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$584,811 00	Capital stock,	$420,000 00
City of Philadelphia,	227 80	Invested fund (buildings, depot, stable, car shop etc.,)	139,791 49
Cash,	33,340 87	Profit and loss,	58,016 87
		Interest,	571 31
Total,	$618,379 67	Total,	$618,379 67

STOCK AND DIVIDENDS

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, 1890, $37,500.00; October 1, 1890, $37,500.00; January 1, 1891, $37,500.00; April 1, 1891, $37,500.00; total $150,000.00.

Paid in dividends, cash,	$150,000 00
Balance for the year, or surplus,	886 85
Total surplus,	886 85
Surplus invested as follows:	
Cash, June 30, 1891,	33,340 87

RIVERSIDE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. S. Lydick,	Pittsburgh.
Secretary,	H. W. Mitchell,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. B. Phillips, Jr.,	Pittsburgh.	H. E. Armstrong,	Sewickley, Pa.
John Hennesy,	do.	R. H. Lee,	Pittsburgh.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated? Not operated.
General offices of the company at Pittsburgh, Pa.
For information relating to this report, address C. H. McKee, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under act of 1889.
Consent of local authorities not yet procured. Nothing done in way of construction.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at intersection of Seventh street and Duquesne Way, in city of Pittsburgh, along Duquesne Way to Fourth street.

ROSS STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. R. Johnston.	Bellevue, Pa.
Secretary,	H. W. Mitchell,	Pittsburgh.
Treasurer,	C. H. McKee.	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. S. Lydick,	Pittsburgh.	Joseph M. Wilson,	Pittsburgh.
A. C. Steele,	do.	M. F. Moloney,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? Not operated.
General offices of the company at Pittsburgh.
For information relating to this report, address C. H. McKee, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under act 1889.
Consent of local authorities to construct not yet obtained. Nothing done in way of construction.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at intersection of Diamond street and Ross street, city of Pittsburgh; thence along Ross street to Water street.

IMPORTANT CHANGES DURING THE YEAR.

The Market Street Railway Company procured consent of councils of city of Pittsburgh and constructed an extension over part of the route of the Ross Street Railway Company.

ST. CLAIR INCLINE PLANE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William S. Hughes,	Pittsburgh.
Vice President,	Geo. B. Blood,	do.
Secretary,	Will S. Jones,	do.
Treasurer,	R. B. Mellon,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. S. Hughes,	Pittsburgh.	James M. Eccles,	Pittsburgh.
Geo. B. Blood,	do.	Will S. Jones,	do.
W. S. Mitchell,	do.		

By whom is the road operated? St. Clair Incline Plane Company.

General offices of the company at Twenty-second street, Twenty-seventh ward, Pittsburgh, South Side.

For information relating to this report, address R. B. Mellon, treasurer, No. 512 Smithfield street, Pittsburgh.

What kind of power is used for propelling the cars on your road? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, September 9, 1885.

Construction of road commenced in 1886 and ended in 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Route north and south (over no streets). Located in the Twenty-seventh ward city of Pittsburgh.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$10,775 63
For interest,	5,250 00
For dividends,	8,250 00
For municipal taxes,	126 36
For state taxes,	162 14
Total,	$24,564 13

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	75,000 00	Capital stock,	$150,000 00
Cash in hand,	$3,257 92	Profit and loss,	910 15
Total,	$78,257 92	Total,	$150.910 15

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: October 1, 1890, 3 per cent.; April 1, 1891, 2½ per cent.

Paid in dividends, cash, $8,250 00

SCHUYLKILL RIVER PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Oliver Hopkinson,	Philadelphia.
Secretary and Treasurer from July 2, 1891, succeeding J. C. Dawes, deceased,	Lewis S. Renshaw,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Matthew Brooks,	Philadelphia.	Samuel W. Woodhouse,	Philadelphia.
J. Hicks Conrad,	do.	Edward Hopkinson,	do.
Joseph Hopkinson,	do.	Oliver Hopkinson, Jr.,	do.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? Philadelphia Traction Company, lessees of the Philadelphia and Gray's Ferry Passenger Railway Company, lessees of this company.

General offices of the company at 1001 Chestnut street, Philadelphia.

For information relating to this report, address the secretary.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter approved April 16, 1866. Organized and constructed in the usual way. On December 29, 1866, a lease was executed to the Philadelphia and Gray's Ferry Passenger Railway Company for the term of ninety-nine years, and on January 1, 1891, the Philadelphia and Gray's Ferry Passenger railway was leased to the Philadelphia Traction Company for the term of nine hundred and ninety-nine years.

By a provision in the original lease the stockholders of this company have the right to convert their stock into the stock of the Philadelphia and Gray's Ferry Passenger Railway Company at the rate of five shares for one, consequently all of the said stock has been converted into stock of the Philadelphia and Gray's Ferry Passenger Railway Company, except one hundred and ninety shares, the lessees paying to the lessors fifty cents a share per annum consideration. The report of receipts and expenditures will be included in the reports of the lessees.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1890, 25 cents per share; January, 1891, 25 cents per share.

Paid in dividends, cash, $95 00

SCRANTON PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	P. S. Page,	Scranton.
Secretary,	Horace E. Hand.	do.
Treasurer,		
Auditor,	Chas. G. Bradbury,	do.
General Manager,	J. H. Vander Veer,	do.
Superintendent,	Giles S. Schenck.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
P. S. Page,	Scranton.	R. T. McCabe,	New York.
J. Alton Davis,	do.	Thos. H. Thomas,	do.
H. M. Edwards,	do.	W. R. Heath,	do.
W. H. Jessup, Jr.,	do.		

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? The People's Street Railway Company of Luzerne county.

General offices of the company at Scranton.

For information relating to this report, address Horace E. Hand, Scranton.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued 9th May, 1883; letters patent re-issued 20th May, 1889. This company is owned and operated by the People's Street Railway Company of Luzerne county, and the statistics called for in this report are included in the report of that company.

IMPORTANT CHANGES DURING THE YEAR.

Purchased by People's Street Railway Company of Luzerne county and operated by them.

SCRANTON SUBURBAN RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Arthur J. Moulton.	New York.
Vice President,	Wm. J. Hand,	Scranton.
Secretary,	Horace E. Hand,	Scranton.
Treasurer,		
Auditor,	Chas. E. Bradbury,	Scranton.
General Manager,	J. H. Vander Veer,	Scranton.
Superintendent,	Giles S. Schenck,	Scranton.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Arthur J. Moulton,	New York.	Isaac L. Post,	Scranton.
Wm. H. Thomas,	New York.	H. C. Sanderson.	do.
I. B. Newcombe,	New York.	Isaac Post,	do.
Wm. J. Hand.	Scranton.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? The People's Street Railway Company of Luzerne County.

With what other companies consolidated? Nay Aug Cross Town Railway Com pany.

Date of consolidation: May 21, 1889.

General offices of the company at Scranton.

For information relating to this report, address Horace E. Hand, secretary and treasurer, Scranton.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued 21st May, 1886. Letters patent reissued 20th May, 1889.

This company was the first company east of the Mississippi river built to use electricity as a motive power, and the first in the United States to use electricity for lighting the cars.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at intersection of Lackawanna and Franklin avenues, along Franklin to Spruce street, to Adams avenue, to Gibson street, to Washington avenue; one line from there along Green Ridge avenue to Green Ridge; another line along Marion street and Adams and Electric avenues to Dunmore; another line from Adams avenue and Linden street, to Jefferson avenue. to Mulberry street, to Irving avenue, to Vine street, to Lincoln avenue, to Olive street, to Nay Aug Falls.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For construction,	$6,435 52
For equipment,	5,693 25
For maintaining the road or real estate of the corporation, and operating the road,	27,175 00
For interest,	12,065 63
For miscellaneous,	1,310 62
For municipal taxes,	67 42
For state taxes,	600 49
Total,	$53,347 93

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$242,657 50	Capital stock,	$100,000 00
Equipment, cars and motors.	60,465 67	First mortgage bonds,	200.000 00
Real estate,	9,397 19	Coupons payable.	2,000 00
Machinery and implements.	200 00	Vouchers payable, June,	683 34
People's Street Railway Company equipment account,	20,885 64	Pay rolls payable, June,	1,675 33
J. H. Vander Veer, general manager.	125 00	People's Street Railway Company, guarantee account,	374 63
Cash,	746 46	People's Street Railway Company, general,	8,733 25
		Profit and loss, surplus,	21,010 91
Total,	$334,477 46	Total,	$334,477 46

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$1,990 62
Surplus at commencement of the year,	19,020 29
Total surplus,	$21,010 91

Not specially invested. It represents difference between resources and liabilities of all kinds. (See balance sheet.)

IMPORTANT CHANGES DURING THE YEAR.

Leased to People's Street Railway Company of Luzurne County, December 10, 1890, for ninety-nine years.

SECOND AVENUE PASSENGER RAILWAY COMPANY OF PITTSBURGH.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James D. Callery,	Pittsburgh.
Secretary,	Chas. G. Milnor,	Pittsburgh.
Treasurer,	John W. Taylor,	Pittsburgh.
General Manager,	William J. Burns,	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery,	Pittsburgh.	William J. Burns,	Allegheny, Pa.
William V. Callery,	do.	Charles G. Milnor,	Pittsburgh.
John C. Reilly,	do.		

Date of annual meeting for election of directors: Second Monday of November.

By whom is the road operated? Second Avenue Passenger Railway Company.

General offices of the company at Glenwood, Twenty-third ward, Pittsburgh.

For information relating to this report, address John W. Taylor, care City Savings' Bank of Pittsburgh.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated July 6, 1881, subsequently, on the 15th day of May, 1889, accepted the provisions of section twenty of the act of May 14, 1889, and new letters patent were issued.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Exposition building on Duquesne way to Fourth street, along Fourth street to Liberty, to Fourth avenue, to Grant street, to Second avenue, to Glenwood (Twenty-third ward), returning along Second avenue to Grant street, to Third avenue, to Ferry street, to Fourth avenue, to Fourth street, to Duquesne way, to place of beginning. Connections at Cross street and Second avenue, with South Side Passenger Railway Company at Grant street, with Central and Duquesne Traction companies, at Smithfield street with Pittsburgh and Birmingham Traction Company, at Wood street, with Transverse Passenger Railway Company, at Fourth street and Penn avenue, with Pittsburgh and West End Passenger Railway Company and Union Passenger Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of fifty sold for	2 50

SUMMARY OF PAYMENTS.

For construction,	$40,666 94
For equipment,	43,627 01
For maintaining the road or real estate of the corporation, and operating the road,	61,094 94
For interest,	7,560 56
For miscellaneous,	4,000 00
For payments made to surplus fund,	18,377 40
For municipal taxes,	540 00
For state taxes,	561 30
Total,	$176,428 15

GENERAL BALANCE SHEET.

DR.		CR.	
Franchise and construction.	$385,387 45	Capital stock,	$300,000 00
Equipment,	110,957 45	Funded debt,	150,000 00
Horse account,	575 00	Unfunded debt,	48,287 34
Real estate,	25,814 57	Profit and loss, surplus, etc.	24,528 81
Bills receivable.	81 68		
Total,	$522,816 15	Total,	$522,816 15

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$18,377 40
Surplus at commencement of the year,	6,151 41
Total surplus.	$24,528 81

SECOND AND THIRD STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Horace T. Potts,	Fox Chase, Philadelphia.
Assistant to President,	A. H. Fracker,	1501 Marshall street.
Secretary,	Charles D. Matlack,	708½ North Eighth street.
Treasurer,	William F. Miller,	1758 Frankford avenue.
Solicitor,	John G. Johnson,	506 South Broad street.
General Manager,	David W. Stephens,	2653 Frankford avenue.
General Superintendent,	Charles C. Winnemore,	Richmond street and Allegheny avenue.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Andrew J. Holman,	Philadelphia.	William Duller,	Philadelphia.
William Eisenbrey,	do.	James McManes,	do.
Alexander M Fox,	do.	William G. Fox,	do.
Edwin T. Eisenbrey,	do.	John H. Catherwood,	do.
Alexander L. Crawford,	do.	John Lamon,	do.
James A. Freeman,	do.	John Rose,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Second and Third Street Passenger Railway Company.

General offices of the company at 2653 Frankford avenue.

For information relating to this report, address C. D. Matlack, secretary.

What kind of power is used for propelling the cars on your road? Horse.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commence at Harrison street, Frankford, on Frankford avenue; thence along said avenue to Jefferson street, along Jefferson to Second, along Second to Mifflin, along Mifflin to Third, along Third to Germantown avenue, along Germantown avenue to Oxford, along Oxford to Front, along Front to Amber, along Amber to the depot on Frankford avenue near Lehigh avenue; thence along Frankford avenue to Mill street, along Mill to Paul street, to the said Frankford avenue; thence along said avenue to the place of beginning; also commence on Bridge street in Bridesburg; thence along Bridge street to Richmond street, along Richmond street to Frankford avenue, along Frankford avenue to Laurel street, along Laurel street to Delaware avenue, along Delaware avenue to Fairmount avenue, to Second, along Second to Dock street, along Dock to Third, along Third to Brown, along Brown street to Beach, along Beach to Laurel, along Laurel to Frankford avenue, along Frankford avenue to Girard avenue, along Girard avenue to Norris street, along Norris to Richmond street, along Richmond street to depot at Richmond street and Allegheny avenue; also a branch commencing at Richmond street and Frankford avenue, along Richmond street to Front, along Front to Laurel, along Laurel to New Market street, along New Market to Vine street, along Vine to Front street, along Front to Chestnut; also a branch commencing at Huntingdon street and Frankford avenue, along Huntingdon to Coral, along Coral to York, along York to Second, along Second to Jefferson, along Jefferson to Germantown avenue; also on Third, commencing at Oxford, along Third to Dauphin, along Dauphin to Emerald, to Cumberland, along Cumberland to Richmond street; also on Second street, from York street to Indiana avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08
Tickets in packages of five sold for,	25

SUMMARY OF PAYMENTS.

For construction,	$14,590 70
For maintaining the road or real estate of the corporation, and operating the road,	357,053 90
Dividends,	191,258 00
For municipal taxes,	14,665 40
For state taxes,	14,279 82
Total,	$591,847 82

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$967,511 86	Capital stock,	$771,076 25
Surplus,	22,587 01	Boot money,	50 00
Ledger balances,	2,242 23	Unpaid dividends,	997 50
Cash,	62,590 70	Earnings appropriated to construction,	196,435 61
		Earnings appropriated to supplies,	22,587 01
		Profit and loss,	63,785 43
Total,	$1,054,931 80	Total,	$1,054,931 80

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 21, 1890, 5 per cent.; October 11, 1890, 4 per cent.; January 12, 1891, 5 per cent.; April 1, 1891, 4 per cent.

SEVENTEENTH AND NINETEENTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	M. S. Quay,	Beaver, Pa.
Secretary,	John B. Peddle,	Philadelphia.
Treasurer,	James T. Gorman,	Philadelphia.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John L. Hill,	Philadelphia.	Geo. D. Widener,	Philadelphia.
Samuel Daniels,	do.	Wm. L. Elkins, Jr.,	do.
Wm. R. Leeds,	do.		

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? The Philadelphia Traction Company.

With what other companies consolidated? Continental and Union Passenger Railway Companies.

Date of consolidation: Leased to Continental Passenger Railway Company, July 1, 1879.

General offices of the company at No. 423 Walnut street, Philadelphia.

For information relating to this report, address John B. Peddle, treasurer.

What kind of power is used for propelling the cars on your road? Horse.

SUMMARY OF PAYMENTS.

For dividends,	$15,000 00

SEWICKLEY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George Woods,	Sewickley, Pa.
Secretary and Treasurer,	S. A. Duncan,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George Woods,	Sewickley, Pa.	Ezra P. Young,	Edworth, Pa.
S. A. Duncan,	Pittsburgh.	C. M. Fairman,	Pittsburgh.
I. R. Fleming	Sewickley, Pa.		

By whom is the road operated? Not in operation.

For information relating to this report, address George Woods, 516 Market street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company chartered May 27, 1890. Company organized June 4, 1890, by election of directors and officers. Application was made to the borough of Sewickley for a right of way on certain streets, but up to the present time the ordinance has failed of passage, hence nothing further has been done. The company hope, however, to obtain these rights, and, pending this result, the money originally paid in has been returned. If right of way not soon obtained corporation will be dissolved.

SHAMOKIN STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	E. C. Hamilton,	Shamokin, Pa.
Secretary,	J. J. John,	Shamokin, Pa.
Treasurer,	Martin Markle,	Coal twp., Pa.; P. O. address, Shamokin, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. J. John,	Shamokin, Pa.	John Clifford,	Shamokin, Pa.
R. S. Aucher,	do.	H. Rohrheimer,	do.
E. G. Seiler,	do.	J. H. Conley,	do.
Geo. Marshall,	do.	John Schabo,	do.
H. Rothschild,	do.	Ferdinand Tretter,	do.

Date of annual meeting for election of directors: Second Monday of January of each year.

By whom is the road operated? Will be operated by said company.

General offices of the company at Shamokin, Pa.

For information relating to this report, address J. J. John, secretary.

What kind of power is used for propelling the cars on your road? Electrical power will be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Shamokin Street Railway Company was chartered July 24, 1889, for a term of ninety-nine years, with a capital of $12.000.

This capital being found entirely inadequate for an electric road, a stockholders' meeting was held on September 4, 1889, composed of all the stockholders at that time, and a resolution was unanimously passed, increasing the capital to $30,000.

The par value of shares is $50 and the number of shares to be issued is 600.

The right of way over the several streets of the route was secured by a borough ordinance.

On November 28, 1890, a contract was made with the Johnson Company of Johnstown, Pa., for girder rail, special work, etc., for the road.

On February 25, 1891, a contract was made for the steam plant, consisting of one 150 horse-power engine, two 100 horse-power boilers, steam pump, etc.

On March 13, 1891, a contract was awarded the Thomson-Houston Electric Light Company for an 80 horse-power generator and motors, six in number of 15 horse-power each, being two for each car.

Later on a contract was given to the Brill Company to furnish us with three vestibuled cars.

A contract was given to A. C. Robertson & Company to construct the road and build the overhead line, which is about one and a-half miles in length.

Delays in the structure of the road and failure to receive the cars and some of the machinery in proper time, prevented us from opening the road to the public until July 11, 1891. This will account for the imperfectness of this report, but in future we shall be able to furnish satisfactory reports with promptness.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at power house on corner of Pine and Pearl streets; thence west over Pine street to Shamokin street; thence north over Shamokin street to Independence street; thence west over Independence street to Market street; thence south over Market street to Spruce street; thence west over Spruce street to a point near Second street, which is the present terminus.

SUMMARY OF PAYMENTS.

For construction,	$14,669 65
For maintaining the road or real estate of the corporation, and operating the road,	1,040 00
For interest,	131 00
For miscellaneous,	499 39
For municipal taxes,	8 82
Total,	$16,348 86

GENERAL BALANCE SHEET.

DR.		CR.	
For rails, chairs and road fixtures,	$8,855 00	Capital stock,	$30,000 00
For brick,	783 97	Unfunded debt,	2,000 00
For ties and plank,	887 71		
For real estate, on account,	1,040 00		
For building power house and car house, on account,	500 00		
For cash paid contractors for road and overhead line, on account,	3,000 00		
For pay rolls and freight on material,	643 27		
For balance of stock not due,	12,410 00		
For cash in hands of treasurer and secretary,	3,240 44		
For profit and loss, as follows: items as named, miscellaneous, $499.39; interest, $131.10; taxes, $8.82,	639 61		
Total,	$32,000 00	Total,	$32,000 00

SHARPSBURG, ETNA AND ASPINWALL PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Hugh Kennedy,	Sharpsburg, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Hugh Kennedy,	Sharpsburg, Pa.	J. T. Johnson,	Etna, Pa.
J. J Saint,	Sharpsburg, Pa.	Henry Warner,	Claremont, Pa.
Geo. A. Chalfant,	Etna, Pa.	J. S. Scully,	Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The borough of Sharpsburg council has given the Citizens' line of Pittsburgh the right to occupy Main street, in the borough of Sharpsburg, from Thirteenth street to the eastern limits of the town, which takes one mile of our charter line and cuts us off from another half mile up to Aspinwall until another street is opened up for a short distance. As we were unable to make a satisfactory arrangement with the Sharpsburg council for the occupancy of the streets, although it did pass an ordinance giving us the streets before the Citizens' line, yet the restrictions imposed were greater than we were willing to accept, and we did not begin the construction of our line. Our charter covers about a half mile of streets in the boroughs of Sharpsburg and Etna which are as yet unoccupied, but unless we can extend or arrange with another company it will be of little use to us.

SHENANGO VALLEY STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	E. A. Wheeler,	Sharon, Pa.
Secretary,	A. W. Williams,	do.
Treasurer,	A. W. Williams,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. J. Pierce,	Sharpsville, Pa.	Thomas J. Forker,	Sharon, Pa.
P. L. Kimberly,	Sharon, Pa.	A. W. Williams,	do.
James S. Fruit,	Sharon, Pa.	John McClure,	do.
Frank D. Runser,	Sharon, Pa.	Frank B. Test,	do.
F. H. Alderman,	Sharon, Pa.		

By whom is the road operated? Road not yet built.

General offices of the company at Sharon, Pa.

For information relating to this report, address A. W. Williams, Sharon, Pa.

What kind of power is used for propelling the cars on your road? Intend using electric power when road is built.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized on or about the 15th day of October, 1890, and the charter was granted October 20, 1890. The construction of the road has not yet been commenced.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The route is as described in articles of association, viz: Entirely within the county of Mercer, in the State of Pennsylvania. Beginning in the borough of Sharon, at the intersection of Irvine avenue and Budd avenue; thence in a northerly direction along said Irvine avenue to State street, in said borough; thence easterly along said State street to Sharpsville street, in said borough; thence northerly along said Sharpsville street to the

northern boundary line or limits of said borough of Sharon; thence in a northeasterly direction through the township of North Hickory, in said county of Mercer, along a certain public road or highway known as the Sharon and Sharpsville road to Ridge street, at or near the western boundary line of the borough of Sharpsville, in said county of Mercer; thence continuing within the said borough of Sharpsville easterly along said Ridge street to Eleventh street; thence northerly along said Eleventh street to Trout avenue; thence easterly and northeasterly along said Trout avenue to Main street; thence easterly along said Main street to Mercer street; thence northwesterly along Mercer street to Shenango street; thence northeasterly along Shenango street to Hickory street, in said borough of Sharpsville, and thence returning by a second or double lines of track, or by a single line of track with the necessary sidings, turnouts and switches along the same route to the place of beginning; thus forming a complete circuit with its own track and having a continuous route from the beginning to the end along the route described.

SUMMARY OF PAYMENTS.

For construction, preliminary surveys,	$161 17

GENERAL BALANCE SHEET.

DR.		CR.	
Cash (paid in $800 less charter, ex-surveys, etc.),	$631 48	Capital stock (subscribed),	$8,000 00

SOUTH END STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. E. Thompson,	Philadelphia.
Vice President,	Edmund H. Bell.	Philadelphia.
Secretary,	Arthur W. Tobey,	Philadelphia.
Treasurer,	Chas. H. McKee,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. E. Thompson,	Philadelphia.	Joseph Somers.	Philadelphia.
Edmund H. Bell,	do.	Arthur Kennedy,	Pittsburgh.
George J. Elliott,	do.		

Date of annual meeting for election of directors: January 12.

By whom is the road operated? Not yet constructed.

General offices of the company at 259 South Fourth street, Philadelphia.

For information relating to this report, address Arthur W. Tobey, secretary, 259 South Fourth street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated under the act of May 14, 1889. Nothing has been done in the way of construction up to the present time.

SOUTH SIDE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. Z. Brickell,	Pittsburgh.
Secretary,	Will S. Jones,	Jeanette.
Treasurer,	Daniel Beech.	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. Sellers McKee,	Allegheny.	E. E. Denniston,	Philadelphia.
J. A. Chambers.	Allegheny.	Thos. M. McKee,	Allegheny.
D. Z. Brickell,	Pittsburgh.		

Date of annual meeting for election of directors: First Monday in May.
By whom is the road operated? Pittsburgh and Birmingham Traction Company.
General offices of the company at Pittsburgh.
For information relating to this report, address Daniel Beech, Pittsburgh.
What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Operated by the Pittsburgh and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

See report of Pittsburgh and Birmingham Traction Company.

GENERAL BALANCE SHEET.

Capital stock,	$38,400 00
Bonds,	19,000 00

SOUTH SIDE STREET RAILWAY COMPANY.

Charles Brodhead, president, Bethlehem, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Albert Brodhead,	Bethlehem, Pa.	Wm. A. Stavers,	Philadelphia.
Edward V. Douglass,	Philadelphia.	I. H. Dingee,	do.

Capital stock authorized by law, $100,000.00.

The borough authorities of South Bethlehem having refused our company the right to lay track on the streets of the town, our charter is worthless to us, as our charter does not permit us to lay any track without the consent of the borough authorities. Consequently we have no officers to account for, no stock issued, no bonds executed, no debts, no credits, no mileage, no connections, no consolidations, no office, no history of construction, no treasurer and no hopes of any hereafter for the project.

STROUDSBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Jackson Lantz,	Stroudsburg, Pa.
Secretary,	Jacob Houser,	do.
Treasurer,	Jackson Lantz,	do.
General Superintendent,	Wm. Kistler,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. Lantz,	Stroudsburg, Pa.	Simpson Fetherman,	Stroudsburg, Pa.
Jacob Houser,	do.	P. S. Posten,	do.

By whom is the road operated? The company.

General offices of the company at Stroudsburg, Pa.

For information relating to this report, address J. Lantz.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The date of incorporation or organization is April 26, 1870. The act of assembly under which the company was organized or incorporated is February 14, 1868. Work was commenced on the road May 12, 1870, and the cars were put in motion September 10, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Main street in Stroudsburg and East Stroudsburg to Delaware, Lackawanna and Western railroad station; also connecting with New York, Susquehanna and Western railroad station in Stroudsburg.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$4,316 00
For interest and discounts,	90 00
For dividends,	128 00
For payments to loan account,	150 00
For miscellaneous,	45 00
For municipal taxes,	35 00
For state taxes,	75 00
Total,	$4,839 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$1,533 97	Capital stock,	$25,600 00
Cost of road equipment,	5,250 00	Dividends due,	128 00
Real estate, offices, sheds, etc.,	2,500 00		
Supplies on hand,	500 00		
Permanent improvements,	750 00		
Profit and loss,	1,694 03		
Total,	$25,728 00	Total,	$25,728 00

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, 1891, one-half of one per cent.

SUNBURY AND NORTHUMBERLAND STREET RAILWAY COMPANY

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. E. Davis,	Sunbury, Pa.
Secretary, Treasurer,	S. P. Wolverton,	do.
General Superintendent,	S. S. Scholl,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
S. P. Wolverton,	Sunbury.	W. Brady Platt,	Watsontown.
C. M. Clement,	Sunbury.	Wm. Foster,	Lewisburg.
W. T. Forsyth,	Northumberland.		

By whom is the road operated? Company.

General offices of the company at Sunbury.

For information relating to this report, address S. P. Wolverton, Sunbury, Pa.

What kind of power is used for propelling the cars on your road? Electri.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road was incorporated January 24, 1885. The constitutionality of the act having been called in question by decision of the supreme court, it was decided not to proceed with the organization until that question be finally decided. After the passage of the act of 1889 for the regulation and incorporation of street railways, this company accepted the provisions of the act and obtained new letters patent thereunder May 20, 1889. Contract was then entered into for the construction of the road over the route given, for the sum of $120,000, the track to be laid with Johnson rail and the road to be operated by electricity through the overhead system of construction with under running trolly, under what is known as the Daft or two-wire system. The road was equipped with three cars and put into operation July 1, 1890, since which time it has been operated constantly, sometimes with three cars under fifteen minutes headway, and the balance of the time with two cars under thirty minutes headway, one car being held in reserve.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Second and Pine streets in Sunbury, Pa., on Second street to Market square, on Market square curving around the park back to Second street, on Second street to Line street, on Line street to Railroad avenue, on Railroad avenue to Julia street, on Julia street to Susquehanna avenue, on Susquehanna avenue to the borough line and a public road known as the River road, on River road to, over and across the North branch of the Susquehanna river and Packer's island to Market street in the borough of Northumberland, on Market street to Water street, on Water street to Queen street, on Queen stree to Front street; thence returning by the same route to the place of beginning.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	25

SUMMARY OF PAYMENTS.

For construction,	$1,412 71
For maintaining the road or real estate of the corporation, and operating the road,	9,747 23
For interest,	816 19
For miscellaneous: Toll, $867.21; insurance, $327.65; damages, $365,00,	1,559 86
Total,	$13,535 99

SWISSVALE ELECTRIC PASSENGER RAILWAY COMPANY

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Adin L. Sailor,	Swissvale, Allegheny county, Pa.
Secretary,	C. C. Lee,	Oakmont. Allegheny county, Pa.
Treasurer,	Chas. F. Ellis,	Swissvale, Allegheny county, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Adin L. Sailor,	Swissvalle, Allegheny co., Pa.	J. P. McKelvy,	Edgewoodville postoffice, Allegheny co., Pa.
Chas. F. Ellis,	do. do.		
H. K. Newmeyer,	do. do.	C. C. Lee,	Oakmont, Allegheny co., Pa.

Date of annual meeting for election of directors: January 5, 1891.

By whom is the road operated? The Swissvale Electric Railway Company will operate.

General offices of the company at Braddock, Pa.

For information relating to this report, address Chas. F. Ellis, Braddock, Pa.

What kind of power is used for propelling the cars on your road? Electricity to be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, June 9, 1890.

This company was organized shortly prior to obtaining the charter, but owing to difficulty in obtaining right of way, no work has yet been done by way of construction.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the corner of Franklin and Wood streets, in the borough of Wilkinsburg; thence by Franklin street to Coal street; thence by Coal street to Walnut street; thence from Walnut street to Hawthorne street, at the line of Edgewood borough; thence by Hawthorne street to Maple street; thence by Maple street to Railroad street; thence by Railroad street to Maple avenue, at the line of Braddock township; thence by Maple avenue to the Braddock township public road; thence by Braddock township public road to Charles street, at the line of Braddock borough; thence by Charles street to Burton street; thence by Burton street to Main street and thence returning by the same route, the circuit being completed by means of turnouts and switches.

SUMMARY OF PAYMENTS.

For miscellaneous,	$82 00

GENERAL BALANCE SHEET.

DR.		CR.	
Amounts due from stockholders,	$22,500 00	Capital stock,	$25,000 00
Cash on hand,	2,418 00		
Deficit,	82 00		
Total,	$25,000 00	Total,	$25,000 00

SWISSVALE AND WILKINSBURG STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Joseph M. Wilson,	Pittsburgh.
Secretary,	S. S. Robertson,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. W. Murray,	Pittsburgh.	David Moore,	Pittsburgh.
Henry T. Rowley,	do.	Robert S. Frazer,	do.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated? Not operated.
General offices of the company at Pittsburgh.
For information relating to this report, address C. H. McKee, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under act of 1889. Councils of city of Pittsburgh passed an ordinance consenting to construction of railway on parts of its route, namely: From western end of Forward avenue, along said avenue to Murray avenue. The railway has not yet been constructed.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at western end of the Sylvan avenue bridge, Pittsburgh; thence along Sylvan avenue to Forward avenue, along Forward avenue to Swissvale avenue, along Swissvale avenue to Braddock avenue or road; thence along same to Trenton avenue, along Trenton avenue to Alfred street, along Alfred street to Main street, in the borough of Wilkinsburg.

SYLVAN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Joseph M. Wilson,	Pittsburgh.
Secretary,	S. S. Robertson,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. W. Murray,	Pittsburgh.	David Moore,	Pittsburgh.
Henry T. Rowley,	do.	Robert S. Frazer,	do.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated? Not yet constructed.
General offices of the company at Pittsburgh.
For information relating to this report, address C. H. McKee, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under act of 1889. Consent of local authorities to construct not yet procured. Nothing done in the way of construction.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at intersection of Fifth avenue and Craft avenue, in the city of Pittsburgh; thence along Craft avenue to Emily street; along Emily street to Halket street; along Halket street to Wilmot street; along Wilmot street to Sylvan avenue; along Sylvan avenue and across Sylvan avenue bridge to Greenfield avenue; along Greenfield avenue to Hazlewood avenue; along Hazlewood avenue to Salina avenue; along Salina avenue to Monongahela river.

TARENTUM TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James E. Lane,	Parnassus, Pa.
Secretary,	John M. Morrison,	Logan's Ferry, Pa.
Treasurer,	D. O. Hutchinson,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George E. Grier,	Du Bois, Pa.	Samuel Lanck,	Driftwood, Pa.
James W. Grier,	Du Bois, Pa.	David A. Leslie,	Parnassus, Pa.
Charles E. Bostwick,	Du Bois, Pa.	Charles E. Shoop,	Franklin, Pa.
Joseph A. Ferpe,	Du Bois, Pa.	John M. Morrison,	Logan's Ferry, Pa.
John C. Grier,	Punxsutawney, Pa.	James E. Lane,	Parnassus, Pa.
Worthy N. Dumhill,	Allegheny City, Pa.		

Date of annual meeting for election of directors: Second Monday in January.

General offices of the company at Pittsburgh.

For information relating to this report, address John M. Morrison, Yoder Building, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 20, 1890. Have done nothing in way of building road; expect to commence operations at an early date.

CHARACTERISTICS OF ROAD.

Route of road, streets to be occupied and connections: Beginning at the new end of Negley avenue, in the borough of Tarentum, Allegheny county, Pennsylvania; thence along Negley avenue to Ross street, along Ross street to North Canal street; thence along North Canal street to Corbett street; thence along Corbett street to Karns street; thence along Karns street to Kennedy street, across Kennedy street to Gaines street; thence along Gaines street to Breckenridge avenue; thence along Breckenridge avenue to Township road; thence along Township road to Natrona station.

THIRTEENTH AND FIFTEENTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	B. S. Kunkel,	Philadelphia.
Secretary,	Alex. Rennick,	do.
Treasurer,	Alex. Rennick,	do.
General Superintendent	W. P. Cooper,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. Creswell,	Philadelphia.	John C. Bingham.	Philadelphia.
Geo. W. Hall,	do.	Travis Cochran,	do.
Wm. R. Warner,	do.		

Date of annual meeting for election of directors: January, second Monday.

By whom is the road operated? By the company.

With what other companies consolidated? Merged with the Navy Yard, Broad Street and Fairmount Railway Company.

Date of consolidation: July 15, 1865, as filed in the office of the Secretary of the Commonwealth October 14, 1865.

General offices of the company at northeast corner of Fifteenth and Cumberland streets, Philadelphia.

For information relating to this report, address Alex. Rennick, Fifteenth and Cumberland streets, Philadelphia.

What kind of power is used for propelling the cars on your road? Horse.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Cumberland street south on Fifteenth street to Mifflin street, east on Mifflin street to Broad street, south on Broad street to Jackson street, east on Jackson street to Thirteenth street, north on Thirteenth street to Cumberland street, west on Cumberland street to Fifteenth street, north on Fifteenth street to Glenwood avenue, east on Glenwood avenue to Broad street, north on Broad street to Germantown avenue; from Thirteenth street and Columbia avenue to Ridge avenue, Ridge avenue to Jefferson street, Jefferson street to Fifteenth street; Locust street from Fifteenth street to Thirteenth street; Carpenter street from Fifteenth street to Thirteenth street.

RATE OF FAIR FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08
Tickets in packages of five sold for	25

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$280,056 68
For interest,	9,276 79
For miscellaneous,	7,135 84
For payments made to surplus fund,	1,600 00
For municipal taxes,	11,879 53
For state taxes,	9,050 61
Total,	$488,999 45

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment.	$338,566 86	Capital stock,	$334,529 44
Real estate,	165,962 58	Funded debt,	156,000 00
Bills receivable,	19,175 29	Sinking fund,	33,175 29
Fairmount Park railway,	10,488 43	Profit and loss,	10,998 01
Tioga and Venango Street Passenger Railway Company,	92 50		
Park Avenue and Carlisle Street Passenger Railway Company,	92 50		
Cash on hand,	324 58		
Total,	$534,702 74	Total,	$534,702 74

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: December, 1890, 9 per cent.; June, 1891, 8 per cent.
Paid in dividends, cash, ... $170,000 00

TIOGA AND VENANGO STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Geo. W. Hall.	Philadelphia.
Secretary, Treasurer,	Alex. Rennick,	do.
General Superintendent,	W. P. Cooper,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. Cresswell,	Philadelphia.	John C. Bingham,	Philadelphia.
B. S. Kunkle,	do.	Travis Cochran,	do.
Wm. R. Warner,	do.		

Date of annual meeting for election of directors: January, Second Monday.
By whom is the road operated? Not built yet.
General offices of the company at Fifteenth and Cumberland streets, Philadelphia.
For information relating to this report, address Alex. Rennick, Fifteenth and Cumberland streets, Philadelphia.

TRANS-ALLEGHENY STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Geo. B. Hill,	Allegheny.
Secretary,	A. M. Neeper,	Pittsburgh.
Treasurer,	J. D. Nicholson,	Allegheny.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John H. Dalzell,	Allegheny.	C. L. Magee.	Pittsburgh.
Joshua Rhodes,	do.	A. M. Neeper,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? Not operated.
General offices of the company at Pittsburgh, Pa.
For information relating to this report, address A. M. Neeper, 35 Bakewell Building, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Municipal consent not yet granted; ordinance still pending as per last report.
The subscriptions and stocks have not been changed since organization.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Stockton avenue and Sandusky street, Allegheny City; thence along Stockton avenue to Sherman avenue, to Marion avenue via paved street across Park, to Ridge avenue, to Grant avenue, to Boquet street, to Cabinet street, to Sheffield street, to Chartiers street, to California avenue at Island avenue; thence along California avenue to Superior.

Branches beginning at Ridge and Grant avenues: thence along Ridge avenue to Allegheny avenue.

SUMMARY OF PAYMENTS.

For miscellaneous,	$1,500 00

GENERAL BALANCE SHEET.

DR.		CR.	
Profit and loss,	$1,500 00	Capital stock,	$20,000 00
Cash,	18,500 00		
Total,	$20,000 00	Total,	$20,000 00

STOCK AND DIVIDENDS.

Surplus at commencement of the year,	$18,500 00
Surplus invested as follows:	
Cash and loans,	18,500 00

TROY HILL INCLINED PLANE AND BRIDGE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James D. Callery,	Pittsburgh.
Secretary,	C. S. Wight,	Edgewoodville, Pa.
Treasurer,	William V. Callery,	Pittsburgh.
General Superintendent,	J. J. Saint,	Sharpsburg, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery,	Pittsburgh.	John N. Davidson,	Allegheny City, Pa.
John D. Scully,	do.	George B. Hill,	Allegheny City, Pa.
Thomas S. Bigelow,	do.	James W. Grave,	Allegheny City, Pa.
N. C. Dravo,	do.	C. S. Wight,	Edgewoodville, Pa.

Date of annual meeting for election of directors: First Monday in April.

By whom is the road operated? Troy Hill Inclined Plane and Bridge Company.

With what other companies consolidated? Troy Hill Inclined Plane Company and Thirtieth Street Bridge Company.

Date of consolidation: July 1, 1888.

General offices of the company at 448 Liberty avenue, Pittsburgh.

For information relating to this report, address William V. Callery, treasurer.

What kind of power is used for propelling the cars on your road? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated April 30, 1887, as the Troy Hill Inclined Plane Company under the act of 1874, and on July 1, 1888, purchased the Thirtieth Street Bridge Company, which company was then constructing a highway bridge across the Allegheny river and changed the title of the company to Troy Hill Inclined Plane and Bridge Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Bridge crosses the Allegheny river from Thirtieth street, Pittsburgh, Pa.. to Bridge street, Herr's island, Allegheny City, Pa. Inclined plane is located on the slope of Troy Hill, Allegheny City, Pa., and extends from East Ohio street to Laury street in said city.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 03
Tickets in packages of fifty sold for	1 00

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$10,165 13
For interest,	6,300 00
For municipal taxes and state taxes included above.	
Total,	$16,465 13

GENERAL BALANCE SHEET.

DR.		CR.	
Troy Hill Inclined plane,	$97,135 91	Capital stock,	$200,000 00
Thirtieth Street bridge,	198,602 36	Bonds,	100,000 00
Real estate,	8,909 00	Mortgage, real estate,	5,000 00
Cash,	2,183 02	Profit and loss,	1,830 29
Total,	$306,830 29	Total	$306,830 29

TROY HILL PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. M. Ramsey	Allegheny City, Pa.
Secretary,	W. D. Henry.	do. do.
Treasurer.	R. F. Ramsey,	do. do.
General Superintendent,	Wm. J. Crozier.	do. do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. T. Lindsey,	Allegheny City, Pa.	Harry Graham,	Allegheny City, Pa.
John L. Gullett,	do. do.	Wm. P. Potter.	do. do.

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated? The Federal Street and Pleasant Valley Passenger railway.

General offices of the company at No. 42 Sixth avenue, Pittsburgh.

For information relating to this report, address R. F. Ramsey, treasurer.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered April 29, 1890; organized September 4. Leased October 15, 1890, to the Federal Street and Pleasant Valley Passenger railway.

Put in operation June 1, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Connects at Troy Hill road with Perry street railway, along Troy Hill road to Gardiner, Gardiner to Lowrie, Lowrie to city line, returning over same route by single track and turnouts to place of starting.

RATE OF FARE FOR PASSENGERS.

Single fare over this line, Perry street line and Pleasant Valley railway to Pittsburgh,	$0 05

SUMMARY OF PAYMENTS.

For construction,	$97,000 00
For interest,	2,550 00
Total,	$99,550 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$57,000 00	Capital stock,	$50,000 00
Notes receivable,	40 000 00	Bonds,	47,000 00
Total,	$97,000 00	Total,	$97,000 00

IMPORTANT CHANGES DURING THE YEAR.

Leased to the Federal Street and Pleasant Valley Railway Company the road, upon the guarantee, by the Pleasant Valley railway, of the principal and interst of one hundred thousand dollars in the bonds of the company, and the further consideration of five per cent. upon the company's capital stock to be paid to the stockholders.

TWENTY-SECOND STREET AND ALLEGHENY AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. H. Kemble,	Philadelphia.
Secretary.	D. W. Dickson,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
P. A. B. Widener,	Philadelphia.	Richard F. Bower,	Philadelphia.
George R. Yarrow,	do.	John B. Peddle,	do.
David H. Lane,	do.	Michael Ehret, Jr.,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Horse and electric power.

In process of construction.

TURTLE CREEK VALLEY ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	L. E. Lore,	Wilmerding, Pa.
Secretary and Treasurer,	John F. Miller,	Edgewood, Pa., postoffice address Wilmerding, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Geo. V. Milligan,	Pittsburgh.	J. M. King,	Edgewood, Pa.
R. P. Kelly,	do.	John F. Miller,	do.

Date of annual meeting for election of directors: Third Thursday of July.

By whom is the road operated? Not yet in operation.

General offices of the company at Wilmerding, Pa.

For information relating to this report, address John F. Miller, box 4, Wilmerding, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Turtle Creek Valley Electric Railway Company was chartered January 10, 1891. Having been organized by the subscribers January 5, 1891. Capital stock, 500 shares, $50 each, $25,000. $2,500 paid in. Construction of road not yet begun.

UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. H. Kemble,	Philadelphia.
Vice President.	P. A. B. Widener,	do.
Secretary,	John B. Peddle,	do.
Treasurer,		
General Superintendent,	James T. Gorman,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
P. A. B. Widener,	Philadelphia.	Henry Bumm,	Philadelphia.
Wm. L. Elkins,	do.	Wm. S. Stokley,	Philadelphia.
Jas. McManes.	do.	Matthew S. Quay,	Beaver, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? The Philadelphia Traction Company.

With what other companies consolidated? The Philadelphia Traction Company.

Date of consolidation: June 30, 1884.

General office of the company at No. 423 Walnut street.

For information relating to this report, address John B. Peddle, treasurer.

What kind of power is used for propelling the cars on your road? Horse and cable.

SUMMARY OF PAYMENTS.

For dividends,	$285,000 00

UNION STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John Conway,	Rochester, Pa.
Secretary,	W. S. Moore.	Beaver, Pa.
Treasurer,	N. F. Hurst,	Rochester, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John M. Buchanan, . . .	Beaver, Pa.	John A. Shillito, ...	Beaver, Pa.
Alexander T. Anderson, .	do.	N. F. Hurst, ...	Rochester, Pa.
W. S. Moore, ...	do.	A. C. Hurst, ...	West Bridgewater, Pa.

By whom is the road operated? Not yet built and never will be. The company is now taking the steps to wind up its affairs and surrender the charter. The route of said company now being occupied by another company who is building its road.

General offices of the company at Rochester, Pa.

For information relating to this report, address N. F. Hurst, treasurer, or W. S. Moore, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter was granted February 17, A. D. 1887, under the act of 23d of May, A. D. 1878. Subsequently, viz: August 14, 1889, charter granted under the provisions of act of 14th day of May, A. D. 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Buffalo street in the borough of Beaver, up through Third street to Bridgewater; thence through Bridge street across (Big) Beaver river to Rochester; thence through Rochester to Freedom; thence through Freedom to upper end of said town.

STOCK AND DIVIDENDS.

The company owns a lot in the borough of Beaver, Pa., for which it paid $600, and has on hand in treasury the sum of $351.59.

UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	Richard Peters, Jr., ...	Thurlow, Delaware county, Pa.
Secretary, ...	J. Frank Black, ...	Chester, Pa.
Treasurer, ...	J. Frank Black, ...	Chester, Pa.
General Manager, ...	John McFayden, ...	Chester, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES	RESIDENCES.
Richard Peters, Jr., . .	Thurlow, Delaware co., Pa.	John B. Robinson, ...	Media, Pa.
Richard Wetherill, . .	Chester, Pa.	J. Frank Black, ...	Chester, Pa.
Robert Wetherill, . .	Chester, Pa.	Samuel A. Dyer, ...	Chester, Pa.
Wm. B. Broomall, . .	Chester, Pa.		

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? Union Railway Company.

With what other companies consolidated? Lessee of Chester Street Railway Company.

Date of consolidation: Date of lease, January 12, 1891.

General offices of the company at Chester, Pa.

For information relating to this report, address Richard Peters, Jr., president.

What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters patent issued by the Governor, March 18, 1890, for the Union Railway Company of Chester, Pa. Capital stock, $100,000; 2,000 shares, $50 each. During the fall and winter of 1890, road was laid from Market street, city of Chester, along Second street to Highland avenue in the borough of South Chester; thence along Highland avenue to Third street, in all a distance of two and a half miles. On January 12, 1891, the Union Railway Company entered into occupancy of the Chester Street Railway Company under a lease for a term of ninety years, whereby the Union Railway Company agreed to pay all expenses connected with maintaining, extending and operating the said road, together with all the repairs, taxes and necessary expenditures appertaining to the successful carrying on of the business of the said railway, as well as the maintenance of the buildings of the said Chester Street Railway Company in good order and repair.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Mill No. 2, Upland; thence Upland avenue to Fifteenth street, to Edgmont avenue, to Market street, to Third, to Clayton street; from Edgemont avenue on Welsh street to Sixth street, to Edgemont avenue; on Market street from Third street to Front street; on Second street from Market to Highland avenue, from Second street on Highland avenue to Third street; on Fifth street from Market to Potter street, to Providence avenue, to Twenty-fourth street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For construction,	$26,123 77
For maintaining the road or real estate of the corporation, and operating the road,	14,563 88
For state taxes,	434 24
Total,	$41,121 89

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$26,123 77	Capital stock paid in.	$20,125 00
		Profit and loss.	5,998 77
Total.	$26,123 77	Total,	$26,123 77

IMPORTANT CHANGES DURING THE YEAR.

On January 12, 1891, the Union Railroad Company leased for ninety years the Chester Street Railway Company's roadway, buildings, stock, etc., as is now fully set forth in the brief history of the organization.

UNION LINE STREET RAILWAY COMPANY.

OFFICERS OF JUNE 30, 1891.

TITLE.	NAMES.	RESIDENCES.
President.	John F. Steel,	Pittsburgh.
Secretary,	Robert S. Frazer,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Alexander M. Neeper,	Pittsburgh.	Alexander Gillfillan,	Pittsburgh.
John M. Anderson,	do.	Robert S. Frazer,	do.

PRESENT OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John P. Ilsley,	Bullitt Building, Philadelphia.
Secretary,	C. Ford Stevens,	do. do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John P. Ilsley,	Philadelphia.	S. E. Hass,	Philadelphia.
E. E. Denniston,	Philadelphia.	Charles A. Pearson.	do.
Murry A. Verner,	Pittsburgh.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Not operated as yet.

General offices of the company at Pittsburgh.

For information relating to this report, address C. Ford Stevens, Bullitt Building, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent August 26, 1889. No road constructed as yet.

The company has accepted the general ordinance of the city of Pittsburgh regarding the occupation of certain streets, said acceptance having been filed October 14, 1890.

UNIONTOWN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Samuel E. Ewing,	Uniontown, Pa.
Secretary,	R. F. Hopwood,	do.
Treasurer,	R. F. Hopwood,	do.
General Manager,	William C. McCormick,	do.
General Superintendent,	R. A. Smith,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Samuel E. Ewing,	Uniontown, Pa.	Robert F. Hopwood,	Uniontown, Pa.
Albert D. Boyd,	do.	J. K. Ewing, Jr.,	do.
George A. McCormick,	do.		

Date of annual meeting for election of directors: Second Monday of January of each year.

By whom is the road operated? By the Uniontown Street Railway Company.

General offices of the company at the power house on Main street, Uniontown, Pa.

For information relating to this report, address Robert F. Hopwood, secretary and treasurer of the company.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized in August, 1890, and the council of the borough of Uniontown requested to grant the privilege to use the streets of the borough, which they did by ordinance passed August 14, 1890. An application was then made for a charter, which was granted on the 29th day of August, 1890. Articles were entered into on the 5th day of November, 1890, with the Edison General Electric Company for the electrical construction and equipment of the road, including the power and three cars of the Brill pattern; also a contract was signed and entered into at the same time with A. E. Townsend for the track construction. The road was completed and a successful run made over it on the 6th day of May, A. D. 1891. The cars began to run regularly on the 9th day of May, A. D. 1891, and have continued to run regularly since that time until this date, October 10, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning in the west end of Main street near the toll-gate and running thence along Main street eastwardly to Stewart avenue; thence southwardly along Stewart avenue to Fayette street; thence eastwardly along Fayette street to Grant street; thence southwardly along said Grant street to the borough line; thence along a county road, the extension of said Grant street, to a point in South Union township near the line of the Baltimore and Ohio railroad track.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of 6 sold for twenty-five cents, and 25 sold for	1 00

SUMMARY OF PAYMENTS.

For construction,	$28,000 00
For equipment,	30,000 00
For maintaining the road or real estate of the corporation, and operating the road,	800 00
Total,	$58,800 00

VENANGO STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John B. Smithman,	Oil City, Pa.
Secretary,	David Laughlin,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John B. Smithman,	Oil City, Pa.	W. H. Litzenberg,	Oil City, Pa.
David Laughlin,	do.	E. M. Wolfe,	do.
N. H. Brown,	do		

Date of annual meeting for election of directors: None appointed.
By whom is the road operated? Not in operation.
General offices of the company at Oil City, Pa.
For information relating to this report, address John B. Smithman.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter July 3, 1889.

VERNER STREET RAILWAY COMPANY.

OFFICERS.

President, A. M. Neeper, Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. M. Neeper,	Pittsburgh.	G. W. Henderson,	Allegheny, Pa.
A. C. McCallan,	Pittsburgh.	James N. Hill,	Allegheny, Pa.
J. W. Dalzell,	Allegheny, Pa.	W. I. Mustin,	Pittsburgh.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated? Not operated.
General offices of the company at Pittsburgh.
For information relating to this report, address A. M. Neeper, 35 Bakewell Building, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Nothing has been done since the letters patent have been received. No secretary or treasurer have yet been elected.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Preble avenue, Allegheny, at Shamrock avenue; thence by Preble avenue to Porter street, to Benton street, to bridge over Pittsburgh, Fort Wayne and Chicago Railway Company, to Verner road, to Davis avenue.

GENERAL BALANCE SHEET.

DR.		CR.	
Profit and loss, ...	$200 00	Capital stock, ...	$200 00

VERONA AND OAKMONT TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	Henry S. Paul, ...	Oakmont borough, Pa., P. O. address, Hulton, Pa.
Secretary, ...	G. M. McIlvaine, . . .	do. do. do.
Treasurer, ...	Jas. Marshall, ...	do. do. do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Henry S. Paul, ...	Oakmont, Pa.	R. L. Kent, ...	Verona, Pa.
Frank M. Ashmead, ...	Oakmont, Pa.	Wm. G. Taylor.	Oakmont, Pa.
James E. Lane, ...	Parnassus, Pa.	James M. Hamilton, ...	Oakmont, Pa.
John P. Stroud, ...	Verona, Pa.	John P. Hunter, ...	Oakmont, Pa.
Gilbert M. McIlvaine, ...	Oakmont, Pa.		

Date of annual meeting for election of directors: September 29.

By whom is the road operated? Not yet built.

General offices of the company at Oakmont, Pa. (Hulton postoffice.)

For information relating to this report, address H. S. Paul, Hulton postoffice, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On May 16, 1890, a meeting of citizens was held at Hulton Station, in the borough of Oakmont, Allegheny county, for the purpose of organizing a traction company. Present—H. S. Paul, F. M. Ashmead, J. P. Stroud, R. L. Kent, J. P. Hunter, Jas. E. Lane, J. M. Hamilton, G. M. McIlvaine and James Marsball.

On motion it was decided to organize under the name of the Verona and Oakmont Traction Company.

On motion the following directors were elected: H. S. Paul, F. M. Ashmead, J. P. Stroud, R. L. Kent, J. P. Hunter, Jas. E. Lane, J. M. Hamilton, W. G. Taylor and G. M. McIlvaine.

On motion the following officers were elected: H. S. Paul, president; G. M. McIlvaine, secretary; Jas. Marshall, treasurer.

Charter s dated May 22, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Railroad avenue at James street, in Verona borough, Allegheny county, Pa.; thence along Railroad avenue to Centre avenue; thence along Centre avenue to Front street; thence along Front street to Plum street; thence returning by the same route to the place of beginning.

SUMMARY OF PAYMENTS.

For construction, procuring charter, etc.,	$84 40

GENERAL BALANCE SHEET.

DR.		CR.	
Capital stock subscribed but not paid in,	$1,350 00	Capital stock subscribed,	$1,500 00
Expenses during year,	84 40		
Cash,	65 60		
Total,	$1,500 00	Total,	$1,500 00

NOTE.—No money paid out for construction. No accounts receivable. No funded or other debts.

WALNUT STREET CONNECTING PASSENGER RAILWAY COMPANY OF THE CITY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William H. Kemble,	Philadelphia.
Secretary, Treasurer,	D. W. Dickson.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
David H. Lane,	Philadelphia.	George D. Widener,	Philadelphia.
Thomas Dolan,	do.	John B. Peddle,	do.
Isaac W. Kemble,	do.	Richard F. Bower,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.

The railway not constructed.

WARREN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	C. P. Northrop	Warren, Pa.
Secretary	W. E. Rice	do.
Treasurer	D. H. Siggins	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. H. Siggins	Warren, Pa.	J. R. King	Warren, Pa.
W. D. Hinckley	do.	W. E. Rice	do.

General offices of the company at Warren, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter bears date 1889; a part of the material for construction has been purchased and it is expected that the building of the road will be commenced this fall, 1891.

The capital stock is $25,000.00 and the contemplated length of the road is three miles and 150 feet from the western limit of Warren borough to Glade Run bridge in Glade township. The route has been surveyed and road located.

GENERAL BALANCE SHEET.

CR.		DR.	
Material on hand, 1,000 ties	$250 00	Capitol stock	$25,000 00
Cash on hand	600 00		

WASHINGTON ELECTRIC STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	James B. Wilson	Washington, Pa.
Secretary	Samuel B. Ewing	do.
Treasurer	James I. Brownson, Jr.	do.
General Manager General Superintendent	James B. Wilson	do.

DIRECTORS

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. L. McCleary, ...	Washington, Pa.	John W. Vester, ...	Washington, Pa.
Brit Hart, ...	do.	John Slater.	do.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? By same company.

General office of the company at Washington, Washington county, Pa.

For information relating to this report, address Samuel B. Ewing, secretary Washington, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated June 17, 1889, under charter of that date. President, L. N. Singley; treasurer, George D. Levy; directors, H. W. Williams, Washington, Pa.; J. H. Ellsworth, Washington, Pa.; Wm. A. Stern, Pittsburgh; J. H. Silverman, Pittsburgh. After ineffectual efforts to arrange for a satisfactory franchise with the borough authorities, the originators transferred their interests August 7, 1890, to parties residing in Washington, viz: J. B. Wilson, Wm. L. McCleary, Brit Hart, Samuel B. Ewing and A. M. Brown & Co., representing the Bellevue Land Company. These men immediately organized with J. B. Wilson, president; Brit Hart, Wm. S. McCleary, John Slater and M. C. Treat as directors; Samuel B. Ewing as secretary. A contract for construction of about 15,500 feet of track was let, work commenced early in November. On January 15, 1891, an election was held resulting in the re-election of J. B. Wilson to the presidency, with directors, Brit Hart, John Slater, Wm. L. McCleary and John Vester. The winter season stopped construction, which was, however, resumed in April, and on May 8, 1891, two cars commenced running on one part of the line. The work of constructing the rest of the line was pushed forward from that time to the present; however, the line is still incomplete. The company hopes to complete the western portion at an early date, which will bring nearly 4,000 feet more track into operation. In order to insure the construction of the road in certain localities, the property holders along the route were induced to enter into agreements to pay a certain proportion of sales of real estate along the route to the railway company. These commissions will aggregate eventually not less than $10,000, and increase with the increase in value of property. We have a contract with the Washington Electric Light and Power Company to furnish us power to run our cars.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From borough line on East Maiden street to Main street; from this point a branch runs down South Main street to the Baltimore and Ohio and P., C., C. and St. L. railroad stations to foot of Main street; thence up Main street to Chestnut street; from this point a line runs west along Chestnut street to the station on that street on the P., C., C. and St. L. railroad, continuing west by way of National turnpike to Bellevue; thence through Bellevue about 2,000 feet on Baltimore and Cumberland avenues; continuing again at corner of Chestnut and Main streets the line runs north on Main street to Walnut; thence on Walnut street, Highland avenue and Pitt street to the borough line; from this point by way of the Pittsburgh and Washington turnpike to Locust Hill addition; thence west 1,500 feet on Wilson avenue. No other roads to connect with. The line of road in Bellevue on Baltimore and Cumberland avenues is laid on avenues not yet legally opened as public streets.

RATE OF FARE FOR PASSENGERS.

Single fare, ...	$0 05
Tickets in packages of 25, 50 and 100 sold for	1 15, 2 20, 4 00

SUMMARY OF PAYMENTS.

For construction,	$11,440 83
For equipment,	2,216 46
For maintaining the road or real estate of the corporation and operating the road,	1,308 03
For interest,	83 35
For miscellaneous,	344 10
Total,	$15,392 77

GENERAL BALANCE SHEET.

At this date our road is incomplete, and still in the hands of the contractors, whose account has not been rendered, therefore it is impossible for us to render an exact account.

WEST CHESTER STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William M. Hayes,	West Chester, Pa.
Secretary,	William S. Harris,	do.
Treasurer,	F. W. Wallerton,	do.
General Superintendent,	Maurice Hoopes,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Robert T. Cornwell,	West Chester, Pa.	Marshall H. Matlack,	West Chester, Pa.
George L. Maris,	do.	William M. Hayes,	do.
J. Russell Hayes,	do.		

Date of annual meeting for election of directors: The second Monday of January of each year.

By whom is the road operated? Not yet in operation; only partially constructed.

General offices of the company at West Chester, Pa.

For information relating to this report, address William M. Hayes, West Chester, Pa.

What kind of power is used for propelling the cars on your road? Not any as yet; expect to use electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The original charter bears date the 4th day of August, 1890, and the letters patent were issued under the provisions of the act of assembly approved the 14th day of May, 1889.

The articles of association provide for constructing a railway on Market street, New street, Ashbridge avenue, High street, and Rosedale avenue, in the borough of West Chester.

By a resolution of the board of directors, passed at a stated meeting held March 31, 1891, it was resolved that the West Chester Street Railway Company deem it necessary for the increase of the business of the road and the accommodations of the

travel of the public, that an extension or branch be laid and constructed from the tracks of the company in the borough of West Chester, through and over lands in the said borough and in the townships of East Bradford, Birmingham and Pocopson, by and with the consent of the local authorities, to Lenape station on the Wilmington and Northern railroad.

A copy of the minutes authorizing the extension or branch has been duly recorded and an exemplification of the said record was filed in the office of the Secretary of the Commonwealth, on or about April 19, 1891.

The original capital stock of the road was $30,000, but afterwards, at a meeting of the stockholders, the capital stock was increased to $60,000.

The road is partially constructed in the borough of West Chester, and surveys have been made of the extension to Lenape and part of the material has been purchased, but no work has been done on the line of said extension. It is expected to begin the work as soon as the surveys can be completed, and the contracts can be let.

WEST END STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John A. Coyle,	Lancaster, Pa.
Vice President.	Dr. M. L. Herr,	do.
Secretary,	J. W. B. Bausman.	do.
Treasurer,	Edward McGovern,	do.
General Superintendent,	William Ring.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John A. Coyle,	Lancaster, Pa.	B. J. McGrann,	Lancaster, Pa.
Dr. M. L. Herr,	do.	John C. Hager,	Lancaster, Pa.
J. W. B. Bausman,	do.	Michael Reilly,	Lancaster, Pa.
J. H. Baumgardner,	do.	James Young,	Middletown, Pa.
W. M. Franklin,	do.	J. Edward Ackley,	New York city.
J. B. Long,	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? West End Street Railway Company.

General offices of the company at No. 529 North Prince street, Lancaster, Pa.

For information relating to this report, address Edward McGovern, No. 529 N. Prince street, Lancaster, Pa.

What kind of power is used for propelling the cars on your road? From July 1, 1891, electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter was granted in May, 1888, and the road was constructed at once.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From North Queen and Chestnut, out Chestnut to College avenue, to Columbia avenue, to West End Park, return over same to College avenue, in West King to monument. Also from James and Prince streets, out James to College avenue, return over same route.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00

SUMMARY OF PAYMENTS.

For construction,	$128,615 20
For equipment,	16,017 00
For maintaining the road or real estate of the corporation, and operating the road,	4,391 79
For interest,	163 66
For miscellaneous,	12,161 51
Total,	$161,349 16

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$128,615 29	Capital stock,	$225,000 00
Equipment,	16,017 00	Funded debt,	225,000 00
Rails, tools, etc.,	1,500 00		
Real estate,	12,000 00		
Cash on hand,	29,854 94		
Profit and loss,	262,012 77		
Total,	$450,000 00	Total,	$450,000 00

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$29,854 94

IMPORTANT CHANGES DURING THE YEAR.

Road is being converted from horse cars to electric.

WEST PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Peter A. B. Widener,	Philadelphia.
Secretary, Treasurer,	D. W. Dickson,	do.
General Superintendent,	James T. Gorman,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Peter A. B. Widener,	Philadelphia.	James McManes,	Philadelphia.
William H. Kemble,	do.	Thomas Dolan,	do.
William L. Elkins,	do.	Joseph B. Altemus,	do.
Joseph E. Gillingham,	do.	Thomas J. Yarrow,	do.
George D. Widener,	do.		

Date of annual meeting for election of directors: First Tuesday in November of each year.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Cable and horse.

SUMMARY OF PAYMENTS.

For dividends, ... $150,000 00

WEST PITTSTON AND WYOMING STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John J. Patterson,	Mifflintown, Pa.
Secretary, Treasurer.	John Graham,	Wilkes-Barre, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
G. M. Lewis,	Wilkes-Barre, Pa.	George R. Bedford,	Wilkes-Barre, Pa.
W. F. Sadler,	Carlisle, Pa.	J. H. Neeley,	Mifflintown, Pa.

By whom is the road operated? Not in operation.

With what other companies consolidated? Leased to the Wilkes-Barre and Wyoming Valley Traction Company.

Date of consolidation: March 7, A. D. 1891.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, secretary and treasurer, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Not in operation; propose to use electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

January 19, A. D. 1891.

GENERAL BALANCE SHEET.

DR		DR	
To amount received 10 per cent. on $10,000 stock.	$1,000 00	By amount paid for charter, expense including securing franchise and right of way, ...	$1,000 00

WILKINSBURG STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George W. Rowley, Jr.,	Pittsburgh.
Secretary,	H. W. Mitchell,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. W. Murray,	Pittsburgh.	Joseph M. Wilson,	Pittsburgh.
Robert L. McCance,	do.	W. H. Seif,	do.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? Not yet operated.

General offices of the company at Pittsburgh.

For information relating to this report, address C. H. McKee,

What kind of power is used for propelling the cars on your road? Electric to be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 30, 1890, under act May 14, 1889. Consent of local authorities for construction granted February 28, 1890. Railway is part constructed under contract with Booth & Flinn as contractors.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Along Fifth avenue by double track between Denniston avenue and Penn avenue; also in Wilkinsburg along Main street, from Wood street to Water street, on Wood street, from Main to Franklin, and the balance of the road in process of construction.

Will connect at its western end with Howe Street Railway Company, and at the intersection of Penn and Fifth avenues, with the Wilkinsburg and East Liberty Passenger Railway.

GENERAL BALANCE SHEET.

Railway only in part constructed. No settlement made with contractors and no balance sheet prepared.

WILKINSBURG AND EAST LIBERTY RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thomas A. Gillespie,	Pittsburgh.
Secretary,	R. S. Frazer,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George N. Christian,	Pittsburgh.	H. L. Trees.	Pittsburgh.
R. S. Frazer,	do.	George W. Rowley, Jr.,	do.

Date of annual meeting for election of directors: Second Monday of January.

General offices of the company at Pittsburgh.

For information relating to this report, address C. H. McKee.

What kind of power is used for propelling the cars on your road? Electric to be when completed.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company originally incorporated May 27, 1883, and railway constructed. The company became involved in litigation, its railway was not kept in operation. In repaving Penn avenue, the city caused part of its tracks to be torn up. The company surrendered its old charter, and on March 28, 1890, under act of May 14, 1889, the company was granted letters patent, and has proceeded with reconstruction of its railway. Dispute exists with the East End Street Railway Company in relation to right to occupy Penn avenue, and the companies have entered into contract with a view to having trouble amicably settled. The railway when completed will form part of the system operated by the Duquesne Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Penn avenue near end of Ellsworth avenue; thence by single track along Penn avenue to Point Breeze, and thence by double track along Penn avenue to the city line. Which route is also claimed by the East End Street Railway Company, and the railway was constructed under contract with them. Said railway connects at the intersection of Penn and Fifth avenues with the Wilkinsburg Street railway.

GENERAL BALANCE SHEET.

Have not prepared a balance sheet, as railway is being reconstructed in part under contract, which contract is only part performed, and because it is yet undetermined what liability, if any, the company will have under its contract for reconstruction of the railway.

WILLIAMSPORT PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	H. R. Rhoads.	Williamsport, Pa.
Vice President.	H. C. Parsons.	do.
Secretary.	John Lawshe.	do.
Treasurer.		
Superintendent.	Wm. Haines.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. R. Rhoads,	Williamsport, Pa.	John R. J. Ryan,	Williamsport, Pa.
H. C. Parsons,	do.	Henry White,	do.
John Lawshe,	do.		

Date of annual meeting for election of directors: In December of each year, previous to the 31st, with notice to all stockholders.

By whom is the road operated? By the company.

General offices of the company at corner Campbell and Edwin streets, Williamsport, Pa.

For information relating to this report, address Williamsport Passenger Railway Company, or President H. R. Rhoads, or Treasurer John Lawshe.

What kind of power is used for propelling the cars on your road? Horse. The company is now preparing road-bed, track, etc., and putting up overhead trolly for electric motor cars.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Same as report of June 30, 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Fourth street line.—Beginning at Philadelphia and Erie railroad, west of Fourth street; thence east on Fourth street to Basin street; thence south on Basin street to Third street; thence west on Third street to Pine street; theuce north on Pine street to Fourth street; thence west on Fourth street to Philadelphia and Erie railroad, place of beginning.

Third street line.—Beginning at Philadelphia and Erie railroad, East Third street; thence west on Third street to Grier street; thence north on Grier street to Fourth street; thence west on Fourth street to Walker's barn (Lycoming creek) and return on same track.

Depot track.—From Fourth and Campbell around one block to depot and to Fourth and Trinity place—Fourth street line makes this run to meet Philadelphia and Erie railroad trains.

A contract has been made for relaying the track and putting up an electric line (trolly system) for electric equipment.

The cost of equipment up to June 30, is $10,951.77, but as we will now soon have an electrically equipped road, we will be compelled to dispose of horse stock and cars, perhaps under the hammer, and have inventoried same at $3,000.00 (pretty well run down).

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Children under twelve years,	3
Tickets in packages of twenty-five sold for	1 00

SUMMARY OF PAYMENTS.

For construction,	$2,455 71
For equipment,	437 70
For maintaining the road or real estate of the corporation, and operating the road,	18,024 82
For interest,	1,146 65
For dividends,	1,125 00
For payments to loan account,	30,000 00
Eor miscellaneous, payment on real estate purchased,	4,778 42
For municipal taxes,	721 62
For state taxes,	644 03
Total,	$59,333 95

GENERAL BALANCE SHEET.

DR.		CR.	
Cash on hand,	$1,967 59	Capital stock paid in,	$110,000 00
Feed,	125 00	Accounts paid,	29 35
Construction,	134,784 23	Profit and loss,	34,625 89
Equipment,	3,000 00		
Real estate,	4,778 42		
Total,	$144,655 24	Total,	$144,655 24

Equipment is charged with our second-hand cars bought, $250.00. Horse account is charged with horses purchased, $464.00. Cash in hand June 30, 1891, $993.64.

The cash on hand is as above. The balance, $993.64, is the amount for the year. The old stockholders sold the entire plant, and was to deliver it entire, unencumbered except the loan, and gave possession October 1, 1890. The difference between the amounts occurs in bills paid after October 1, by old organization. The new organization has the amount above on hand July 1, 1891.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original companies during the year: The old organization paid one-quarter dividend, September 30, 1890, the time the plant was turned over to the new organization. The new has not paid a dividend.

Paid in dividends, cash,	$1,125 00
Balance for the year, or surplus,	1,187 16
Total surplus,	1,967 59
Surplus invested as follows:	
Material, fuel, stores and feed,	$125 00

IMPORTANT CHANGES DURING THE YEAR.

April 17, the stockholders authorized an additional increase of stock, amount, 5,600 shares at $25.00 per share, and bonds not to exceed at any time one-half the capital stock of the company, for the purpose of reconstructing and equipping the road electrically, which is now under way, August, 1891.

WILLIAMS VALLEY ELECTRIC RAILROAD COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. F. Englebert,	Wiconisco, Pa.
Vice President,	T. M. Williams,	Lykens, Pa.
Secretary,	H. G. Willlams,	Lykens, Pa.
Treasurer,		
General Manager,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. F. Englebert,	Wiconisco, Pa.	J. I. Delaney,	Lykens, Pa.
T. M. Williams,	Lykens, Pa.	T. B. Davis,	Williamstown, Pa.
D. C. Spruance,	Philadelphia.		

By whom is the road operated? Not in operation.
General offices of the company at Lykens, Pa.
For information relating to this report, address H. G. Williams.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted September 6, 1890. Nothing done on construction.

WILKES-BARRE AND KINGSTON PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John J. Patterson,	Mifflintown, Pa.
Secretary, Treasurer,	John Graham,	Wilkes-Barre, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John J. Patterson,	Mifflintown, Pa.	W. G. Eno,	Plymouth, Pa.
B. F. Meyers,	Harrisburg, Pa.	John Lanning,	Wilkes-Barre, Pa.
W. F. Sadler,	Carlisle, Pa.		

By whom is the road operated? By its officers.
General offices of the company at Wilkes-Barre, Pa.
For information relating to this report, address John Graham, secretary and treasurer, Wilkes-Barre, Pa.
What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date charter December 10, 1859. Supplement May 1, 1861.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at depot of Delaware, Lackawanna and Bloomsburg railway, at Kingston borough, Market street, public highway; thence by side of public highway to Wilkes-Barre bridge, crossing Susquehanna river, owning right of way; thence across said bridge to Market street, and through Market street to Main; thence along Main street, South Wilkes-Barre, Pa.

RATE OF FARE FOR PASSENGERS.

It is impossible to tell as we notice some commutation tickets were sold and also some steam railway coupons at less than ten cents.

SUMMARY OF PAYMENTS.

For construction,	$13,563 39

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Three per cent. every six months, January and July.

Paid in dividends, cash,	$6,000 00

IMPORTANT CHANGES DURING THE YEAR.

The management of this road changed hands in May of this year.

WILKES-BARRE AND SUBURBAN RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,*	Morgan B. Williams,	Wilkes-Barre.
Vice President,	Charles A. Miner,	do.
Secretary,	Edward H. Chase,	do.
Treasurer,	Christian Walker,	do.
General Superintendent,	Wm. A. Armstrong, Jr.,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Morgan B. Williams,	Wilkes-Barre.	J. A. Schmidt,	Wilkes-Barre.
Charles A. Miner,	Wilkes-Barre.	L. J. Fogel,	do.
O. B. MacKnight,	Plains.	R. McGarry,	do.
W. Leavenworth,	Wilkes-Barre.	W. Roberts,	do.
B. H. Carpenter,	Wilkes-Barre.		

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated? By its own officers and employes.

General offices of the company at Wilkes-Barre, Luzerne county.

For information relating to this report, address Edward H. Chase, secretary, Wilkes-Barre, Luzerne county.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Originally chartered 6th of July, 1887, under act of 1878, and re-chartered 1st of July, 1889, under act of 1889.

Work on its line was begun in October, 1887, and first operated 1st of April, 1888. Length of main line or circuit 18,920 feet. In December, 1888, a branch 11,000 feet in length was laid and opened for traffic to Plains village. In September Five Points branch, 4,000 feet, was opened for traffic.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at intersection of North Main street and public square—the main line or circuit is laid northerly along Main street to Hollenback avenue; thence westerly to River street; thence northerly to Chestnut street; thence easterly and southerly along Chestnut and Canal streets to Market street; thence westerly along Market street and east side of public square to Main street, 19,810 feet, all in Wilkes-Barre city.

Plains branch starting at intersection of Washington and Chestnut streets is laid northeasterly along Washington street to city limits; thence by private way to Miner's Mills road in Plains township and northerly along same to and through Miner's Mills borough; thence by private way to Carey street in Plains village and westerly along Carey street to Main street or road 10,465 feet.

Five points or Scott street branch begins at intersection of Canal and Scott streets and is laid along Scott street to Laurel street, 3,874 feet, all in Wilkes-Barre city.

RATE OF FARE FOR PASSENGERS.

Single fare,	5 & 10 cts.
Tickets in packages of 50 and 100 sold for	$1.00 & $3.00

* J. W. Hollenback was elected president in January, 1891, but resigned in February.

SUMMARY OF PAYMENTS.

For construction and equipment,	$19,202 33
For maintaining the road or real estate of the corporation, and operating the road,	24,301 70
For interest,	1,373 75
For payments to loan account,	6,500 00
For miscellaneous,	1,130 08
For municipal taxes,	62 30
For state taxes,	404 92
Total,	$52,975 08

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$113,046 95	Capital stock,	$100,000 00
Real estate,	9,883 46	Bonds,	25,000 00
Supplies,	410 88	Interest accrued,	625 00
Permanent improvements,	2,338 26	Unpaid vouchers,	452 23
Machine shop,	1,047 32	Pay roll, June, 1891,	1,297 45
Park,	1,250 84	Rents,	60 00
Park rental,	15 35	Operating expenses,	3,334 76
Advertising,	37 30	Mail contract,	125 00
Office expenses,	245 82	Profit and loss from 1890,	200 75
Interest,	600 00		
Taxes,	379 29		
Damages,	50 00		
Legal expenses,	14 30		
Cash,	1,774 92		
Total,	$131,095 19	Total,	$131,095 19

IMPORTANT CHANGES DURING THE YEAR.

Scott street branch built and operated during year.

WILKES-BARRE AND WYOMING VALLEY TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	B. F. Meyers.	Harrisburg, Pa.
Secretary, Treasurer,	John Graham,	Wilkes-Barre, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
B. F. Meyers,	Harrisburg, Pa.	Robert McMeen,	Mifflintown, Pa.
W. F. Sadler,	Carlisle, Pa.	G. Mortimer Lewis,	Wilkes-Barre, Pa.
Patrick Russ,	Harrisburg, Pa.		

General office of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, treasurer, Wilkes-Barre, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter issued 9th of February, 1891.

The company has not commenced at date, June 30, 1891, to operate or do more than preliminary work.

GENERAL BALANCE SHEET.

DR.		CR.	
To amount received, 10 per cent. on $10,000,	$1,000 00	By amount paid for charter, expenses, attorney fees, etc.,	$1,000 00

WISSAHICKON ELECTRIC PASSENGER RAILWAY COMPANY

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James Christie,	Rochelle avenue, Wissahickon, Philadelphia.
Secretary, Treasurer,	John Flanagan.	Main street, Manayunk, Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William Johnston,	Sumac st., Wissahickon, Philadelphia.	Georg C. Thompson,	Green lane, Roxborough, Philadelphia.
Peter P. Liebert,	Mulberry st., Manayunk, Philadelphia.	John Kenworthy.	Ridge ave., Roxborough, Philadelphia.
Leander M. Jones,	Church st., Manayunk, Philadelphia.		

For information relating to this report, address James Christie, Rochelle avenue, Wissahickon, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter is dated October 8, 1890. It is proposed to establish this railroad on streets of the Twenty-first ward, city of Philadelphia, which are as yet incomplete, certain grading, bridging, etc., being required before the construction of the road can proceed. It is the intention of the company to commence operations as soon as the necessary work is done.

YORK STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. H. Lanius.	York, Pa.
Secretary,	John F. Kell,	do.
Treasurer.	Jonathan Jessop.	do.
General Manager,	W. H. Lanius.	do.
General Superintendent,	R. V. Thomas,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. H. Lanius,	York, Pa.	Frank Geise,	York, Pa.
Chas. S. Weiser,	do.	John Fabs,	do
Daniel K. Trimmer,	do.	Grier Hersh,	do.
Geo. S. Schmidt,	do.		

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? The York Street Railway Company.
General office of the company at York, Pa.
For information relating to this report, address John F. Kell, secretary, York, Pa.
What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, February 8, 1886.

During the summer of 1886 one and one-half miles of road were constructed in the western part of the city of York and put in operation September 30, 1886. In 1887 one mile of track was constructed in the western part of the city, making a loop of the ends built in 1886. There was also one-half mile constructed in the eastern part of the city and operated commencing August 11, 1887. In 1888 one mile of track was constructed in the southern part of the city and operated from July 4, 1888. In 1890 one mile of track was constructed from West Market street over Richland avenue to Highland park. In the fall of 1890 about one-half mile of track was constructed on North George street from Centre square to the city limits on the north, and on North street from North George street to Duke street in order to reach the passenger station of the Northern Central and Pennsylvania railroads, and operated, commencing October 20, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On Market street from Broad street on the east to Richland avenue on the west; continuing north on Richland avenue to Linden avenue, on Linden avenue northeast to West York street, on West York street southeast to junction of Philadelphia street and Penn street, across Philadelphia street and south on Penn street to Market street, on George street from the bridge across the Codorus on the north to the residence of Grier Hersh, Esq., "Spring Dale," on the south, crossing the Market street line at Centre square, on North street from George street east to the Northern Central railroad and Pennsylvania passenger station, on Richland avenue from Market street south to Highland park.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of fifty sold for	2 00

SUMMARY OF PAYMENTS.

For construction,	$10,534 43
For equipment, exclusive of cars and horses,	12 50
For maintaining the road or real estate of the corporation, and operating the road,	16,441 89
For interest,	139 29
For dividends,	1,500 00
For new passenger cars and horses,	4,233 50
For payments to loan account,	25,500 00
For miscellaneous (real estate),	2,484 66
For municipal taxes,	60 00
Total,	$60,906 27

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$53,475 58	Capital stock, full paid,	$82,950 00
Equipment,	20,867 52	Unfunded debt,	5,500 00
Real estate,	13,716 10	Outstanding orders,	825 55
Tools, etc.,	248 86	Profit and loss,	2,839 50
Office and stable supplies,	45 58		
Hay, straw and oats,	121 00		
Manure,	70 00		
Cash,	3,570 41		
Total,	$92,115 05	Total,	$92,115 05

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 5, 1890, three per cent.

Paid in dividends, cash,	$1,500 00
Balance for the year, or surplus,	$606 56
Surplus at commencement of the year,	2,232 94
Total surplus,	$2,839 50

IMPORTANT CHANGES DURING THE YEAR.

North George street extension put in operation October 20, 1890.

REPORTS OF

CANAL AND NAVIGATION COMPANIES.

DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Joseph S. Harris,	Philadelphia.
Secretary, Treasurer,	W. A. Buchanan,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph S. Harris,	Philadelphia.	T. McKean.	Philadelphia.
J. W. Woolston,	do.	S. Shepherd.	do.
E W. Clark.	do.	C. F. Howell.	do.
F. R. Cope.	do.	Edward Lewis,	do.
E. Roberts, Jr.,	do.		

Date of annual meeting for election of directors: First Tuesday in February.
General offices of the company at 226 South Third street, Philadelphia.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 32,667 shares, ... $1,633,350 00

Rate and date of all cash dividends on stock of original and consolidated companies: Four per cent. per annum paid on February 16, 1891, on 2,161 shares; no dividend at this date paid on 30,506 shares (same not being entitled to dividend): paid on August 15, 1891, on 2,158 shares; no dividend at this date paid on 30,509 shares (same not being entitled to dividend).

DELAWARE AND HUDSON CANAL COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	R. M. Olyphant,	New York city.
Vice President.	Le Grande B. Cannon,	New York city.
Second Vice President,	H. G. Young,	Albany.
Secretary,	F. M. Olyphant,	New York city.
Treasurer,	J. C. Hartt,	New York city.
General Superintendent,	L. O. Rose,	Honesdale.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Le Grande B. Cannon, . . .	New York city.	Johnston Livingston, . . .	New York city.
James Roosevelt, ...	Hyde Park, N. Y.	Alfred Van Sautvoored, . .	do.
Robert M. Olyphant, ...	New York city.	George C. Clark, ...	do.
Benjamin H. Brisbow, . . .	New York city.	William W. Astor, ...	do.
John A. Stewart, ...	New York city.	James A. Roosevelt.	do.
R. Suydam Grant, ...	New York city.	Samuel Keyser, ...	do.
Wm. H. Tillinghast, ...	New York city.		

Date of annual meeting for election of directors: Second Tuesday in May.
General offices at 21 Cortlandt street, New York city.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal, ... $232,500 80

STOCK AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies: September 15, 1890, dividend $1\frac{3}{4}$ per cent.; December 15, 1890, dividend $1\frac{3}{4}$ per cent.; March 15, 1891, dividend $1\frac{3}{4}$ per cent.; June 15, 1891, dividend $1\frac{3}{4}$ per cent; total, 7 per cent.

LEHIGH COAL AND NAVIGATION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	J. S. Harris, ...	Philadelphia.
Secretary and Treasurer, ...	S. Shepherd, ...	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. M. Clark, ...	Philadelphia.	E. B. Leisenring, ...	Mauch Chunk, Pa.
Francis R. Cope, ...	Philadelphia.	Abraham S. Hewitt, ...	New York city.
Charles Parrish, ...	Wilkes-Barre, Pa.	Thomas McKean, ...	Philadelphia.
James M. Willcott, ...	Philadelphia.	Edward S. Buckley.	Philadelphia.
Edward Lewis, ...	Philadelphia.	Charlemagne Tower, Jr.. . .	Philadelphia.
Samuel Dickson, ...	Philadelphia.		

Date of annual meeting for election of directors: Fourth Tuesday, February, 1891.
General offices at 226 South Third street, Philadelphia.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	$131,722 68
For dividends,	714,763 75
For interest,	803,559 10
Municipal taxes and state taxes,	105,180 84
For other payments,	407,508 08
Total,	$2,162,734 45
Surplus,	$105,845 19

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 286,317 shares, $14,315,850.

Rate and date of all cash dividends on stock of original and consolidated companies; December 11, 1890, 2½ per cent. $357,367.50; May 25, 1891, 2½ per cent. 357,396.25.

MONONGAHELA NAVIGATION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Max K. Moorhead,	Pittsburgh.
Secretary, Treasurer,	William Bakewell,	Residence, Arnold Station, A. V. R. R. Co., Westmoreland co., Pa.; Office and P. O. address, Pittsburgh.
General Superintendent of Repairs,	Thomas McGowan,	Lock No. 4, Washington county, Pa.
Cargo Inspector,	William P. Wood,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph Albree,	Allegheny, Pa.	George B. Logan,	Allegheny, Pa.
Alexander Bradley,	Pittsburgh.	J. B. Murdoch, M. D.,	Pittsburgh.
Felix R. Brunot,	Allegheny, Pa.	A. E. W. Painter,	Allegheny, Pa.
Allan C. Bakewell,	New York, N. Y.	George Shiras, Jr.,	Allegheny, Pa.
James J. Donnell,	Pittsburgh.	B. L. Wood, Jr.,	Pittsburgh.

Date of annual meeting for election of directors: Second Thursday of January in each year.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	$89,078 03
For dividends in cash,	146,883 50
For interest,	12,477 51
Municipal taxes,	149 63
State taxes,	10,887 96
For other payments,	12,009 05
Total,	$271,485 68

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: June 30, 1891, 32,953 shares of stock of $50 each, $1,647,650.

Amount of stock issued as stock dividends, and dates of issue: January 8, 1891, dividend one per cent. on $1,632,150 stock, amounting to $16,321.50.

Rate and date of all cash dividends on stock of original and consolidated companies: July 10, 1890, dividend 5 per cent. on $1,631,950 stock, $81,597.50; January 8, 1891, dividend 4 per cent. on $1,632,150 stock, $65,286.

PENNSYLVANIA CANAL COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	I. J. Wistar	Philadelphia.
Secretary	H. Whiteman	Philadelphia.
Treasurer	A. Haviland	Philadelphia.
Chief Engineer	T. T. Wierman, Jr.	Harrisburg, Pa.
Superintendent of Equipment	F. J. Deemer	Wilkes-Barre, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Isaac J. Wistar	Philadelphia.	Alexander Biddle	Philadelphia.
George B. Roberts	do.	Simon Gratz	do.
A. J. Cassatt	do.	John P. Green	do.
Henry D. Welsh	do.	Clement A. Griscom	do.
William J. Howard	do.	Amos R. Little	do.
Joseph N. DuBarry	do.	N. Parker Shortridge	do.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal	$99,413 31

SCHUYLKILL NAVIGATION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES
President	Howard Hancock	Philadelphia.
Secretary	Howard T. Naisby	do.
Treasurer	Richard Tull	do.

General offices at 227 South Fourth street, Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James M. Landis	Philadelphia.	John McLennan	Philadelphia.
Roswell Weston	do.	Frederick Reel	do.
Clarence K. Klink	do.	William J. Hurst	do.

Date of annual meeting for election of directors: Second Tuesday in February.

SCHUYLKILL NAVIGATION COMPANY, PHILADELPHIA AND READING RAILROAD COMPANY, LESSEE.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
General Superintendent,	I. A. Sweigard,	do.
Superintendent and Engineer,	E. F. Smith,	do.

General office at 227 South Fourth street, Philadelphia.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	$40,088 57
For rental,	10,013 75
Total,	$50,102 32
Total amount of surplus fund,	$31,104 26

SUSQUEHANNA CANAL COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Charles F. Mayer,	Baltimore, Md.
Treasurer,	Robert D. Brown,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Enoch Pratt,	Baltimore, Md.	A. J. Antelo,	Philadelphia.
Osmun Latrobe,	do.	Peter C. Hollis,	do.
Gilmor Meredith,	do.	Richard L. Ashurst,	do.
James Sloan, Jr.,	do.	A. A. McLeod,	do.
C. Ridgley Goodwin,	do.	James Boyd,	do.
One vacancy.		George DeB. Keim,	do.

Date of annual meeting for election of directors: Second Monday in May.

General office at Baltimore, Md.

The Susquehanna canal is leased to the Philadelphia and Reading Railroad Company for a term of nine hundred and ninety-nine years from January 2, 1872, at a a rental, as was agreed upon on the 30th of January, 1889, at twenty thousand dollars per annum.

SUMMARY OF EXPENSES.

For interest, payable to State of Maryland,	$20,000 00
For other payments,	788 25

STOCK AND DIVIDENDS.

Amount of common stock now outstanding,	$2,002,746 00

SUSQUEHANNA AND TIDEWATER CANAL COMPANY, PHILADELPHIA AND READING RAILROAD COMPANY, LESSEE.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
General Superintendent,	I. A. Sweigard,	do.
Superintendent and Engineer,	E. F. Smith,	do.

General offices at 227 South Fourth street, Philadelphia.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	$18,295 36
For rental,	27,976 57
Total,	$46,271 93
Total amount deficit,	$37,586 36

REPORTS OF
TELEGRAPH AND TELEPHONE COMPANIES.

AMERICAN DISTRICT TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	C. Hartman Kuhn,	Philadelphia.
Vice President,	Theodore M. Etting,	do.
Secretary,	M. Rich. Muckle,	do.
Treasurer,		
General Manager,	George J. Jewill,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
C. Hartman Kuhn,	Philadelphia.	George Kelly,	Philadelphia.
Theodore M. Etting,	do.	E. J. Mathews,	Philadelphia.
M. Rich. Muckle,	do.	E. C. Platt,	New York.
Benoni Frishmuth,	do.	John Rommel, Jr.,	Philadelphia.
Henry Nuss, Jr.,	do.		

Date of annual meeting for election of directors: Third Monday of May.

By whom owned: Stockholders.

By whom operated: Stockholders.

The general offices of the company are located at 113 South Broad street, Philadelphia, Pa.

Address correspondence relating to this report to 113 South Broad street, Philadelphia, Pa.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages received to be forwarded by other lines to all parts of the world are charged rates as published by those lines. Our tariff for messenger service is based on time—thirty cents per hour.

SUMMARY OF PAYMENTS.

For construction of new lines,	$2,066 23
For purchase of telegraph property,	404 26
For interest,	288 00
For dividends,	16,000 00
For miscellaneous (including payments to other corporations and individuals),	114,716 54
For taxes,	1,468 94
Total,	$134,943 97

GENERAL BALANCE SHEET.

DR.		CR.	
License and patent right account,	$316,612 00	Capital stock,	$400,000 00
Charter and incorporating account,	250 00	First mortgage bonds,	6,200 00
General construction,	69,931 19	Loss and gain,	24,961 69
Equipment,	23,169 49		
Supplies,	5,714 22		
Trustee stock A. D. T. Co., donated,	4,650 00		
Accounts receivable,	5,640 48		
Cash,	5,194 31		
Total,	$431,161 69	Total,	$431,161 69

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November 4, 1890, fifty cents per share; May 5, 1891, fifty cents per share.

Paid in dividends, cash, ... $16,000 00

AMERICAN TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Edward J. Hall, Jr.	Morristown, N.J.
Secretary,	Melville Egleston,	Elizabeth, N. J.
Treasurer,	Samuel B. Huey.	Philadelphia.
District Superintendent,	F. W. Griffin,	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Edward J. Hall, Jr.,	Morristown, N.J.	Josiah R. Adams,	Philadelphia.
Melville Egleston,	Elizabeth, N. J.	F. W. Griffin,	do.
Samuel B. Huey,	Philadelphia.		

Date of annual meeting for election of directors: First Friday of February.

By whom owned: American Telegraph and Telephone Company of Pennsylvania.

By whom operated: American Telephone and Telegraph Company.

The general offices of the company are located at No. 134 South Fourth street, Philadelphia.

Address correspondence relating to this report to Samuel B. Huey, treasurer, southeast corner Fifth and Chestnut streets, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The certificate of incorporation of the American Telegraph and Telephone Company of Pennsylvania, was approved by the Governor of Pennsylvania, January 13, 1885.

The company organized thereunder in Philadelphia, Pa., February 19, 1885, and J. R. Adams was elected president, S. B. Huey secretary and J. E. Kingsley, treasurer.

It has constructed the following lines, viz: One from Philadelphia to West Nottingham (state line); one from Newtown Square to Easton; one from Monterey to Choconut; one from Temple to Harrisburg; one from North East to Erie, and one from Erie to New Castle.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$917,351 97	Capital stock.	$10,000 00
Equipment,	14,082 82	Unfunded debt.	921,434 79
Total,	$931,434 79	Total.	$931,434 79

IMPORTANT CHANGES DURING THE YEAR.

Lines have been built from Temple to Harrisburg; from North East to Erie, and from Erie to New Castle.

ATLANTIC AND OHIO TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Norvin Green,	New York city.
Vice President,	Thomas T. Eckert,	New York city.
Secretary, Treasurer,	R. H. Rochester,	Englewood, N. J.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Norvin Green,	New York city.	James Merrihew,	Glen Ridge, N. J.
Thomas T. Eckert,	New York city.	W. B. Gill,	Philadelphia.
Charles A. Tinker,	Brooklyn, N. Y.	Hy. Bentley,	Philadelphia.
J. B. Van Enery,	Brooklyn, N. Y.	George Merrihew,	Philadelphia.
R. H. Rochester,	Englewood, N. J.		

Date of annual meeting for election of directors: Third Thursday of July.

By whom owned: Atlantic and Ohio Telegraph Company.

By whom operated: Western Union Telegraph Company, lessee.

With what other companies consolidated: Pennsylvania Telegraph Company.

Date of consolidation: July, 1862.

General offices of the company are located at Philadelphia.

Address correspondence relating to this report to Brown & Wells, attorneys, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Atlantic and Ohio Telegraph Company was formed to operate a line of telegraph erected by Henry O'Reilly, from Philadelphia to Pittsburgh. The company was organized in Philadelphia on July 3 and 4, 1848, and was incorporated under the laws of the State of Pennsylvania on March 24, 1849.

All its property was leased April 15, 1864, to the Western Union Telegraph Company for a term of ten years, and thereafter until six months' notice shall have been given by either party.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

This company does not operate separately, but messages are sent over its lines by the lessee at the tariff rates reported by it.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None since its lease to the Western Union Telegraph Company, April 15, 1864. Whether any prior thereto is not known to the present officers.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Since April 15, 1864, 10 per cent. per annum, quarterly upon outstanding stock (not belonging to the Western Union Telegraph Company) amounting now to $6,500.

BELL TELEPHONE COMPANY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James Merrihew,	Glen Ridge, N.J.
Vice President,	Wm. B. Gill,	Cheltenham, Pa.
Secretary,	Samuel B. Huey,	Philadelphia.
Treasurer,	A. A. Ziegler,	Philadelphia.
General Manager,	Samuel M. Plush,	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James Merrihew,	Glen Ridge, N.J.	Thomas T. Eckert,	New York.
Wm. B. Gill,	Cheltenham, Pa.	Charles A. Tinker,	New York.
Henry Bentley,	Philadelphia.	James E. Mitchell,	Philadelphia.
Thomas E. Cornish,	Philadelphia.	Samuel M. Plush,	Philadelphia.
H. S. Huidekoper,	Philadelphia.	John E. Hudson,	Boston, Mass.
Joel J. Bailey,	Philadelphia.	Wm. T. Westbrook,	Media, Pa.

Date of annual meeting for election of directors: Third Tuesday of February.

SUMMARY OF PAYMENTS.

For construction of new lines,	$29,349 39
For construction underground,	166,154 87
For purchase of real estate,	5,346 32
For interest,	38 75
For dividends,	67,200 00
For miscellaneous,	338,273 47
For taxes,	6,605 77
For surplus fund,	97,566 16
Total,	$710,534 73
Total amount of surplus fund,	$236,443 07

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$135,028 51	Capital stock,	$560,000 00
Underground construction,	424,971 49	Mortgage,	25,000 00
Real estate,	162,261 50	Reserve for unearned rentals,	19,972 89
Investments,	80,555 08	Bills and accounts payable,	46,973 44
Material,	29,678 58	Surplus,	236,443 07
Accounts receivable,	35,669 63		
Cash,	20,184 61		
Total,	$888,349 40	Total,	$888,349 40

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Declared September 16, 1890, 3 per cent.; declared December 16, 1890, 3 per cent.; declared March 17, 1891, 3 per cent.; declared, June 16, 1891, 3 per cent. (payable on and after July 1, 1891).

Amount paid in dividends, cash,	$67,200 00
Balance for the year, or surplus,	$97,566 16
Surplus at commencement of the year,	553,828 00
Total surplus,	$651,394 16
Less depreciation and replacement by underground construction,	414,951 09
	$236,443 07
Surplus invested as follows:	
Cash,	$20,184 61
Balance of accounts due company,	35,669 63
Material, fuel and stores,	29,678 58
Other items,	150,910 25
Total,	$236,443 07

CENTRAL DISTRICT AND PRINTING TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. Leet Wilson,	Pittsburgh.
Vice President,	Chas. O. Rowe,	do.
Secretary,	John G. Stokes,	do.
Treasurer,		
General Manager,	Henry Metzger,	do.
General Superintendent,	W. D. N. Paynter,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. Leet Wilson,	Pittsburgh.	H. S. Huidekoper,	Philadelphia.
John E. Hudson,	Boston, Mass.	George G. Hall,	Cincinnati, O.
C. Jay French,	Boston, Mass.	John L. George,	Pittsburgh.
James Merrihue,	New York, N.Y.	George I. Whitney,	Pittsburgh.
Chas. O. Rowe,	Pittsburgh.		

Date of annual meeting for election of directors: Second Thursday in February of each year.

By whom owned: The Central District and Printing Telegraph Company.

By whom operated: The Central District and Printing Telegraph Company.

The general offices of the company are located at Pittsburg, corner Fifth avenue and Wood street.

Address correspondence relating to this report to the Central District and Printing Telegraph Company, corner Fifth avenue and Wood street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Central District and Printing Telegraph Company was originally incorporated in the State of New York on April 14, 1874, under the provisions of an act, entitled "An act to provide for the incorporation and regulation of telegraph companies," passed April 12, 1848, and the acts additional thereto and amendatory thereof, for the purpose of owning, constructing, using and maintaining a line or lines of electric telegraph, etc. The route of line as defined in its articles of incorporation was as follows, viz: From Jamestown, Chautauqua county, New York, to Mansfield, Ohio; thence to Wheeling, W. Va.; thence to Pittsburgh, Pa. The company was engaged for a time in the business of building electric telegraph lines in the city of Pittsburgh, Pa., and vicinity, and leasing them to private firms and individuals at an annual rental, this company in most cases owning and maintaining the lines and firms or individuals leasing them, and operating them. The Morse Telegraph Instruments on these lines were in a majority of cases supsereded by Gray's Automatic Printing Telegraph Instruments and these in turn were superseded by telephones. On August 10, 1881, the Central District and Printing Telegraph Company became a corporation under the laws of the State of Pennsylvania, by accepting the provisions of the law enacted on June 9, 1881, authorizing foreign corporations to become corporations in the State of Pennsylvania, and prescribing the method of their doing so, for the purpose of carrying on the business of constructing, owning, leasing and operating telegraph and telephone lines, buying, selling and dealing in elcctrical apparatus and supplies, etc., with the principal office located in Pittsburgh, Pa. The corporation under the laws of the State of New York, was then dissolved and its charter renounced and annulled. The principal business of the company since its incorporation in the State of Pennsylvania has been, and is at present, that of furnishing telephone service to its subscribers and leasing telephone and telegraph lines to private parties. It is also engaged in the district messenger business in the cities of Pittsburgh and Allegheny.

GENERAL BALANCE SHEET.

DR.		CR.	
Franchises,	$250,000 00	Capital stock,	$750,000 00
Construction and equipment,	784,618 98	Scrip dividends,	65,965 00
Real estate,	209,628 65	Mortgage, payment assumed by this company,	30,000 00
Supplies in stock,	18,857 39	Accounts payable,	12,225 70
Cash,	23,100 27	Surplus,	391,423 40
Accounts receivable,	18,935 52	Reserve for unearned rentals,	46,945 42
		Reserve for taxes,	5,790 24
		Reserve for accrued interest,	1,439 41
		Reserve for sundry accounts,	1,331 64
Total,	$1,305,120 81	Total,	$1,305,120 81

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 10, 1890, 3 per cent.; October, 9, 1890, 3 per cent.

Paid in dividends, cash,	$45,000 00
Surplus at commencement of the year,	411,393 34
Total surplus,	391,423 40
Surplus invested as follows:	
Cash and loans,	$23,100 27
Balance of accounts due company,	18,935 52
Material, fuel and stores,	18,837 39
Other items,	330,550 22

CENTRAL PENNSYLVANIA TELEPHONE AND SUPPLY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. R. Rhoads,	Williamsport, Pa.
Vice President,	Richard O'Brien,	Scranton, Pa.
Secretary,	J. E. Wilkinson,	Williamsport, Pa.
Treasurer,	J. E. Wilkinson,	Williamsport, Pa.
General Manager.	R. M. Bailey,	Williamsport, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. M. Bailey.	Williamsport, Pa.	A. D. Hermance,	Williamsport, Pa.
S. S. Blair,	Tyrone, Pa.	H. S. Huidekoper,	Philadelphia.
J. H. Boyer,	Williamsport, Pa.	C. LaRue Munson,	Williamsport, Pa.
Addison Candor,	Williamsport, Pa.	Richard O'Brien,	Scranton, Pa.
Charles H. Dougal,	Milton, Pa.	E. B. Westfall,	Williamsport, Pa.
William Emery,	Williamsport, Pa.	H. R. Rhoads,	Williamsport, Pa.
C. Jay French,	Boston, Mass.	J. E. Wilkinson,	Williamsport, Pa.
John A. Gamble,	Williamsport, Pa.		

Date of annual meeting for election of directors: Fourth Thursday of January.

The general offices of the company are located at 760 West Fourth street, Williamsport, Pa.

Address correspondence relating to this report to company at their general offices

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The organization of the company was effected on the 24th of September, 1880. Telephone lines had been previously established by private parties in Williamsport Philipsburg, Bellefonte, Altoona, Milton and Shamokin. The chartered limits of the company include the counties of Centre, Clinton, Clearfield, Cameron, Columbia, Blair, Huntingdon, Juniata, Montour, Mifflin, Snyder, Sullivan, Northumberland, Union and Lycoming and such other territory as might be thereafter acquired. In January, 1884, the company acquired the property and rights of the North Pennsylvania Telephone Company, comprising the counties of Luzerne, Lackawanna and Wyoming. In January, 1888, the county of Elk was acquired from the Central District and Printing Telegraph Company of Pittsburgh. The company now has telephone exchanges established and in operation in all the principal cities and towns in the territory covered by its charter, and the district has been fully occupied and ample telephone communication furnished to the public. The entire district, with the exception of Elk county, has its various centers or telephone exchanges connected with each other by wire as well as lines connecting the territory of the Pennsylvania Telephone Company via Mt. Carmel and via Hazleton.

In May, 1890, the company began the erection of long distance metallic circuit lines eastward from Williamsport to connect with the circuits of the American Telephone and Telegraph Company at Hazleton, Wilkes-Barre and Scranton, with intermediate stations en-route connected, which lines were completed and put in operation August 1, 1890. For the capital stock, general business, receipts and expenditures of the company, reference is made to the other parts of this report.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

EX-TERRITORIAL PER CONVERSATION OF FIVE MINUTES.

Metallic circuits,	
Ten to twenty miles,	$0 30
Twenty to thirty miles,	40
Thirty to fifty miles,	50
Fifty to sixty miles,	60
Grounded circuits all distances,	$0 25

SUMMARY OF PAYMENTS.

For construction of new lines,	$7,189 35
For interest,	839 04
For dividends,	48,000 00
For miscellaneous,	163,079 64
For taxes,	3,961 01
Total,	$223,069 04

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$546,927 63	Capital stock,	$800,000 00
License,	275,100 00	Toll line tickets outstanding,	897 43
Cash on hand,	14,721 71	Reserve,	4,264 72
Supplies on hand,	2,884 11	Bills payable,	27,000 00
Due from exchange managers,	4,112 20	Due to sundry persons,	3,140 53
Due from sundry persons,	6,542 21	Surplus,	2,677 84
Furniture,	1,980 93	Undivided profits,	14,288 27
Total,	$852,268 79	Total,	$852,268 79

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

July 24, 1890, cash dividend of 1½ per cent. on 8,000 shares,	$12,000 00
October 23, 1890, cash dividend of 1½ per cent. on 8,000 shares,	12,000 00
January 22, 1891, cash dividend of 1½ per cent. on 8,000 shares,	12,000 00
April 23, 1891, cash dividend of 1½ per cent. on 8,000 shares,	12,000 00
Amount paid in dividends, cash,	$48,000 00
Balance for the year, or surplus,	$2,677 84
Surplus at commencement of the year,	2,447 28
Total surplus,	2,677 84
Surplus invested as follows:	
Material, fuel and stores,	$2,677 84

IMPORTANT CHANGES DURING THE YEAR.

The completion of long distance metallic circuit to points connecting beyond the license territory of this company on the east.

CURWENSVILLE TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	P. Kinports,	Grant, Pa.
Secretary, Treasurer, General Manager, General Superintendent,	A. E. Patton,	Curwensville, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. E. Patton,	Curwensville, Pa.	Jackson Patchin,	Burnside, Pa.
John R. Fee,	Punxsutawney, Pa.	Chas. E. Patton,	Curwensville, Pa.
E. L. Coolbroth,	Curwensville, Pa.	P. Kinports,	Grant, Pa.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Twenty-five cents per message limited to five minutes.

SUMMARY OF PAYMENTS.

For taxes,	$4 34

DELAWARE AND ATLANTIC TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. Merrihew,	New York.
Vice President,	C. A. Tinker,	New York.
Secretary, Treasurer,	W. J. McLaughlin,	Philadelphia.
General Superintendent,	W. B. Gill,	Philadelphia.
Superintendent,	W. T. Westbrook,	Media, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. Merrihew,	New York.	W. B. Gill,	Philadelphia.
C. A. Tinker,	New York.	G. Merrihew,	Philadelphia.
Henry Bentley,	Philadelphia.	W. T. Westbrook,	Media, Pa.
S. M. Plush,	Philadelphia.		

Date of annual meeting for election of directors: Third Tuesday in September.

By whom owned: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

By whom operated: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

The general offices of the company are located at 400 Chestnut street, Philadelphia,

Address correspondence relating to this report to W. J. McLaughlin, treasurer. 400 Chestnut street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania was chartered May 28, 1883, being enrolled in charter book No. 17, page 11, application having been made by the following named gentlemen: John E. Zeublin, S. M. Plush, James Merrihew, S. S. Garwood and William B. Gill.

The company carries on business in the following counties of the Commonwealth of Pennsylvania, viz: Chester, Bucks, Montgomery and Delaware.

The general route and points connected are as follows: Philadelphia to Chester, Media and State line via Darby, Philadelphia to Coatesville with lateral lines to West Chester, Norristown, Phœnixville and other points within the counties named.

TARIFF OF RATES FOR TRANSMISSION OF TOLL-LINE MESSAGES.

NUMBER OF MILES.	Rates for five minutes subscriber.	Rates for five minutes non-subscriber.
For ten miles or under,	Free.	$0 25
For fifteen miles and under twenty miles,	$0 15	30
For twenty miles and under twenty-five miles,	20	35
For twenty-five miles and over,	25	35

SUMMARY OF PAYMENTS.

For construction of new lines,	$3,020 49
For miscellaneous,	62,551 07
For taxes,	984 41
For surplus fund,	3,819 54
Total surplus,	$70,375 51
Total amount of surplus fund,	$64,796 41

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$84,888 77	Capital,	$10,000 00
		Due corporations,	10,092 36
		Profit and loss,	64,796 41
Total,	$84,888 77	Total.	$84,888 77

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$3,819 54
Surplus at commencement of the year,	60,976 87
Total surplus,	$64,796 41
Surplus invested as follows:	
Construction,	$64,796 41

LYKENS TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. T. Robinson,	Berrysburg, Pa.
Vice President,	P. B. Lyter,	Elizabethville, Pa.
Secretary,	I. T. Buffington,	Elizabethville, Pa.
Treasurer,	Cyrus Romberger,	Elizabethville, Pa.
General Manager,	H. H. Weaver,	Elizabethville, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John W. Deibler,	Berrysburg, Pa.	H. H. Weaver,	Elizabethville, Pa.
J. T. Robinson,	Berrysburg, Pa.	I. T. Buffington,	do.
P. B. Lyter,	Elizabethville, Pa.		

Date of annual meeting for election of directors: December of each year.

The general offices of the company are located at Elizabethville, Pa.

Address correspondence relating to this report to H. H. Weaver, general manager, Elizabethville, Pa.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rate for ten words.	Each additional word.
For one hundred miles or under,	$0 20	$0 01

GENERAL BALANCE SHEET.

DR.		CR.	
Line complete,	$309 92	Capital stock,	$300 00
Due us in ledger,	15 00	Undivided profits,	41 93
Cash in treasury,	17 01		
Total,	$341 93	Total,	$341 93

STOCK AND DIVIDENDS.

Surplus at commencement of the year,	$41 93
Total surplus,	$41 93
Surplus invested as follows:	
Cash and loans,	$26 93
Balance of accounts due company,	15 00

NATIONAL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thomas T. Eckert,	New York.
Vice President,	John Van Horne,	do.
Secretary,	Thomas F. Clark,	do.
Treasurer,	R. H. Rochester.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thomas T. Eckert,	New York.	Charles A. Tinker,	New York.
John Van Horne,	New York.	Thomas F. Clark,	do.
Robert C. Clowry,	Chicago, Ill.		

By whom owned: National Telegraph Company.

By whom operated in Pennsylvania: National Telegraph Company.

General offices of the company are located at New York.

Address correspondence relating to this report to Brown & Wells, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated August 17, 1883, under the laws of the State of New York. The present officers know nothing of the early history of the company.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES IN THE STATE OF PENNSYLVANIA.

Rates for ten words for one hundred miles or under, 25 cents; each additional word, 2 cents.

NEW YORK AND PENNSYLVANIA TELEPHONE AND TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	Charles F. Cutler,	New York city.
Vice President,	William N. Eastabrook,	Elmira, N. Y.
Secretary,	Hiram F. Stevens,	Brooklyn, N. Y.
Treasurer,	David B. Parker.	New York city.
General Mangager.	William N. Eastabrook,	Elmira, N. Y.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Charles F. Cutler,	New York city.	Henry L. Storke,	Auburn, N. Y.
William N. Eastabrook.	Elmira, N. Y.	John E. Hudson,	Boston, Mass.
David B. Parker,	New York, N. Y.	Horace C. French,	Elmira, N. Y.
Charles A. Nichols.	Springfield, Mass.		

Date of annual meeting for election of directors: First Wednesday in March.

The general offices of the company are located at Elmira, N. Y.

Address correspondence relating to this report to 18 Cortlandt street, New York city.

GENERAL BALANCE SHEET.

DR.		CR.	
Franchise account,	$175,000 00	Capital stock,	$1,000,000 00
Construction account,	798,504 99	Surplus,	39,201 64
Supplies on hand,	9,045 35	Sinking fund,	325,000 00
Trustees' stock,	430,000 00	Reserve,	1,695 45
Accounts receivable,	15,037 48	Accounts payable,	62,993 23
Cash,	2,246 87	Profit and loss,	944 37
Total,	$1,429,834 69	Total,	$1,429,834 69

STOCK AND DIVIDENDS.

Amount paid in dividends, cash,	$26,325 00
Balance for the year, or surplus,	$944 37
Surplus at commencement of year,	39,201 64
Total surplus,	$40,146 01

PACIFIC AND ATLANTIC TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Norvin Green,	New York city.
Vice President,	Charles A. Tinker,	Brooklyn, N. Y.
Secretary, Treasurer,	R. H. Rochester,	Englewood, N. J.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Norvin Green,	New York city.	R. H. Rochester,	Englewood, N. J.
Charles A. Tinker,	Brooklyn, N. Y.	James Merrihew,	Glen Ridge, N. J.
William B. Gill,	Philadelphia.	Thomas T. Eckert,	New York city.
Henry Bentley,	Philadelphia.		

Date of annual meeting for election of directors: Third Tuesday in May.

By whom owned: Pacific and Atlantic Telegraph Company.

By whom operated: Western Union Telegraph Company, lessee.

With what other companies consolidated: 1. Keystone Telegraph Company; 2. Southern Telegraph Company; 3. Eastern Telegraph Company; 4. Mississippi Valley National Telegraph Company by purchase of the personal property and lease of its lines for nine hundred and ninety-nine years.

Date of consolidation: 1. September, 1867; 2. March, 1868; 3. October, 1869; 4. September, 1869.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to Brown & Wells, attorneys, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Monongahela Valley Telegraph Company, chartered March 14, 1865, with authority to extend its operations, make consolidation with other companies and adopt any other name or style. The name of the Pacific and Atlantic Telegraph Company of the United States, adopted under above authority, August 1, 1866. All the lines of this company were leased to the Western Union Telegraph Company for a period of nine hundred and ninety-nine years.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

This company does not operate separately, but messages are sent over its lines by its lessee at the tariff rates reported by it.

SUMMARY OF PAYMENTS.

The receipts, expenses and payments accrue to or are paid by the Western Union Telegraph Company, lessee, and appear in the reports of that company.

GENERAL BALANCE SHEET.

Has no assets other than its telegraph lines; has no liabilities other than its capital stock.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: No dividend was formally declared, but the rental provided for in the lease to the Western Union Telegraph Company being 4 per cent. per annum on the par value of the capital stock was paid ratably to the stockholders of the Pacific and Atlantic Telegraph Company in the proportion of their respective holdings.

PENNSYLVANIA TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Francis Jordan,	Harrisburg, Pa.
Vice President	A. R. Shellenberger,	do.
Secretary and Treasurer,	M. H. Buehler,	do.
General Manager,	W. Bampfield,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Francis Jordan,	Harrisburg, Pa.	William H. Beck,	Washington, D. C.
A. R. Shellenberger.	Harrisburg, Pa.	H. S. Huidekoper,	Philadelphia.
H. A. Kelker,	Harrisburg, Pa.	C. Jay French,	Boston, Mass.
Charles James Bell,	Washington, D. C.		

Date of annual meeting for election of directors: Third Wednesday of each January.
By whom owned: The Pennsylvania Telephone Company.
By whom operated: The Pennsylvania Telephone Company.
With what other companies consolidated: The Pennsylvania and New Jersey Telephone Company.
Date of consolidation: January 23, 1886.
The general offices of the company are located at 222 Market street, Harrisburg, Pa.
Address correspondence relating to this report to M. H. Buehler, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On June 10, 1882, the Southern Pennsylvania Telephone Company was incorporated for general telephone purposes, in the counties of Lancaster, York, Adams, Dauphin, Cumberland, Franklin, Fulton and Perry, under act of April 29, 1874, and supplements.

On December 6, 1882, the court of common pleas of Dauphin county, on application of the above named company, by formal decree for that purpose, changed its name to that of the Pennsylvania Telephone Company.

On November 23, 1885, the Pennsylvania and New Jersey Telephone Company was incorporated, authorizing a general telephone business in the counties of Lebanon, Berks, Schuylkill, Lehigh, Carbon, Monroe and Northampton, in the State of Pennsylvania, and in the State of New Jersey.

On January 23, 1886, said Pennsylvania and New Jersey Telephone Company, by deed made under statutory authority, granted and conveyed all its property, corporate rights, power and privileges held under its said charter to the Pennsylvania Telephone Company, as per deed duly recorded in said county of Dauphin, in deed book T, vol. 6, page 329, etc.

SUMMARY OF PAYMENTS.

For construction of new lines,	$10,734 91
For dividends,	29,968 00
For miscellaneous,	114,388 73
For taxes,	3,179 28
For surplus fund, undivided profits,	4,806 33
Total,	$163,077 25
Total amount of surplus fund, undivided profits,	$35,313 48

GENERAL BALANCE SHEET.

DR.		CR.	
Plant,	$502,040 95	Capital stock,	$749,200 00
Perpetual franchises from American Bell Telephone Company,	262,200 00	Sundry creditors,	8,245 10
Material on hand at head office and branches,	10,134 39	Unearned rentals,	3,158 92
Rentals outstanding,	6,623 63	Undivided profits,	35,313 48
Sundry debtors,	1,141 01		
Cash on hand and in bank,	13,777 52		
Total,	$795,917 50	Total,	$795,917 50

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 15, 1890, quarterly, one per cent.; October 15, 1890, quarterly, one per cent.; January 15, 1891, quarterly, one per cent.; April 15, 1891, quarterly, one per cent.

Amount paid in dividends, cash, $29,968 00

IMPORTANT CHANGES DURING THE YEAR.

A new multiple switch board was placed in the Allentown Exchange. The iron grounded circuits between Allentown and Easton were replaced by copper metallic circuits. A branch of the Bethlehem Exchange was established on the property of the Bethlehem Iron Company.

PHILADELPHIA LOCAL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Henry Bentley,	Philadelphia.
Vice President and General Manager,	W. B. Gill,	do.
Secretary and Treasurer,	W. P. Wheatland,	do.
General Superintendent,	W. P. Wheatland,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Henry Bentley,	Philadelphia.	Chas. A. Tinker,	New York.
W. P. Wheatland,	Philadelphia.	Thos. T. Eckert,	do.
W. B. Gill,	Philadelphia.	John Van Horn,	do.
James Merrihew,	New York.		

Date of annual meeting for election of directors: Third Tuesday in May.

By whom owned: The Philadelphia Local Telegraph Company.

By whom operated: The Philadelphia Local Telegraph Company.

The general offices of the company are located at 107 South Third street, Philadelphia, Pa.

Address correspondence relating to this report to W. P. Wheatland, treasurer, 107 South Third street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated by act of the Legislature of Pennsylvania, approved May 10, A. D. 1871, under the title of "The Printing Machine Telegraph Company."

The first section of said act of incorporation set forth and recites (among other things) as follows: That the corporation upon the filing of a certificate in the office of the secretary of the commonwealth may change names of said corporation.

At a meeting of the board of directors of the Printing Machine Telegraph Company, held in the city of Philadelphia on April 26, 1872, a resolution was offered and unanimounsly adopted by the board changing the name of said corporation to be that of the Philadelphia Local Telegraph Company, and authorizing a certificate to the effect to be deposited and filed in the office of the secretary of the commonwealth, which was done on April 30, 1872. Branch offices are established throughout the city of Philadelphia, and were connected with the main office by the construction of telegraph lines at this time, which wires, with trifling extensions, have been maintained up to the present time. The company furnishes quotation service to brokers and others; furnishes time service and maintains private lines.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under the rate is twenty cents for ten words, each additional word is two cents. No wire of greater length than eight miles.

SUMMARY OF PAYMENTS.

For dividends,	$24,000 00
For miscellaneous,	37,972 49
For taxes,	2,080 86
For surplus fund,	167 57
Total,	$64,220 92
Total amount of surplus fund,	$167 57

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment, plant, etc.,	$225,000 00	Capital stock,	$400,000 00
Amount invested in stock of other companies,	178,820 00	Surplus,	3,987 57
Cash,	167 57		
Total,	$403,987 57	Total,	$403,987 57

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 15, 1890, one and one-half; October 15, 1890, one and one-half; January 15, 1891, one and one-half; April 15, 1891, one and one-half.

Amount paid in dividends, cash,	$24,000 00
Balance for the year, or surplus,	$167 57
Surplus at commencement of the year,	6,114 87
Total surplus,	$6,282 44
Surplus invested as follows:	
Cash,	$167 57
Balance of accounts due company,	6,114 87

PHILADELPHIA, READING AND POTTSVILLE TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES	RESIDENCES.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	Philadelphia.
Treasurer,	John Welch,	Philadelphia
Superintendent.	E. R. Adams,	Reading.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George deB. Keim,	Philadelphia.	H. C. Gibson,	Philadelphia.
A. J. Antelo,	do.	James Boyd,	Norristown.

Date of annual meeting for election of directors: Last Tuesday in June.
By whom owned: Philadelphia, Reading and Pottsville Telegraph Company.
By whom operated: Philadelphia, Reading and Pottsville Telegraph Company.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under,	15, 20 & 25 cts.	1 & 2 cts.
For one hundred miles and under two hundred miles,	25	2
For two hundred miles and under three hundred miles,	25	2

SUMMARY OF PAYMENTS.

For construction of new lines,	$3,846 51
For maintenance and repairs,	27,311 93
For salaries,	56,239 66
For interest,	12,000 00
For dividends,	5,000 00
For miscellaneous,	5,989 34
For taxes,	834 14
Total,	$111,221 58

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$206,802 77	Capital stock,	$20,000 00
Equipment,	57,792 85	Debenture bonds,	200,000 00
Material,	2,846 03	Coupons due December 1, 1891, accrued,	1,000 00
Cash,	478 24	Sundry dividends uncollected,	225 00
Sundry debt,	55,189 65	Sundry credits,	67,335 55
		Profit and loss,	34,548 99
Total,	$323,109 54	Total,	$323,109 54

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November 30, 1890, 25 per cent.

Amount paid in dividends, cash, $5,000 00

POSTAL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York city.
Vice President,	Edward C. Platt,	New York city.
Secretary,	C. C. Adams,	Philadelphia.
Treasurer,	G. R. Williamson,	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York city.	George W. Dunn,	Philadelphia.
E. C. Platt,	New York city.	W. L. Stenger	do.
C. C. Adams,	Philadelphia.		

By whom owned: The stockholders.
By whom operated: Postal Telegraph Cable Company.
The offices of the company are located at Philadelphia.
Address correspondence relating to this report to J. O. Stevens, New York city.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES—GENERAL.

Rates for ten words within the state, twenty-five cents; each additional word, two cents.

GENERAL BALANCE SHEET.

Capital stock,	$50,000 00

POSTAL TELEGRAPH CABLE COMPANY No. 1.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York city.
Vice President,	E. C. Platt,	New York city.
Secretary,	C. C. Adams,	Philadelphia.
Treasurer,	G. R. Williamson,	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York city.	George W. Dunn,	Philadelphia.
E. C. Platt,	New York city.	W. L. Stenger,	do.
C. C. Adams,	Philadelphia.		

By whom owned: The stockholders.
By whom operated: Postal Telegraph Cable Company of New York.
The general offices of the company are located at Philadelphia.
Address correspondence relating to this report to J. O. Stevens, New York city.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words within the state, twenty-five cents; each additional word, two cents.

GENERAL BALANCE SHEET.

Capital stock,	$20,000 00

POSTAL TELEGRAPH AND CABLE COMPANY No. 2.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York city.
Vice President,	E. C. Platt,	New York city.
Secretary,	C. C. Adams,	Philadelphia.
Treasurer,	G. R. Williamson,	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York city.	Geo. W. Dunn,	Philadelphia.
E. C. Platt,	New York city.	W. L. Stenger,	do.
C. C. Adams,	Philadelphia.		

By whom owned: The stockholders.

By whom operated: Postal Telegraph and Cable Company.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to J. O. Stevens, New York city.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words within the state, twenty-five cents; each additional word two cents.

GENERAL BALANCE SHEET.

Capital stock,	$20,000 00

POSTAL TELEGRAPH AND CABLE COMPANY No. 3.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York city.
Vice President,	E. C. Platt,	New York city.
Secretary,	C. C. Adams,	Philadelphia.
Treasurer,	G. R. Williamson,	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York city.	George W. Dunn,	Philadelphia.
E. C. Platt,	New York city.	W. L. Stenger,	do.
C. C. Adams,	Philadelphia.		

By whom owned: The stockholders.
By whom operated: Postal Telegraph and Cable Company of N. Y.
The general offices of the company are located at Philadelphia.
Address correspondence relating to this report to J. O. Stevens, New York city.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words, twenty-five cents within the state; each additional word, two cents.

GENERAL BALANCE SHEET.

Capital stock,	$5,000 00

ROCKHILL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. A. Ingham,	Philadelphia.
Secretary, Treasurer,	J. E. Haverstick,	Philadelphia.
General Manager,	A. W. Sims,	Rockhill Furnace.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. A Ingham,	Philadelphia.	Percival Roberts,	Philadelphia.
Arlo Pardee,	Hazleton.	Geo. Wood,	Philadelphia.
Edward Roberts, Jr.,	Philadelphia.	John Markle,	Jeddo.

By whom owned: Rockhill Telegraph Company.
By whom operated: East Broad Top Railroad and Coal Company.
The general offices of the company are located at 32 Walnut street, Philadelphia.
Address correspondence relating to this report to J. E. Haverstick, secretary and treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized under charter dated November 2, 1874. Constructed by East Broad Top Railroad and Coal Company, who lease and operate the line.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For ten words for one hundred miles or under, twenty-five cents; each additional word, two cents.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$4,220 13	Capital stock,	$300 00
Cash,	401 66	Unfunded debt,	4,220 00
		Interest,	101 66
Total,	$4,621 79	Total,	$4,621 79

ROYAL TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. P. Logan,	319 Walnut street, Philadelphia.
Secretary, Treasurer,	Wm. McLaughlin,	304 Walnut street, Philadelphia.
General Manager, General Superintendent,	John F. Moyer,	Steubenville, Ohio.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. P. Logan,	319 Walnut street, Philadelphia.	Charles W. Campbell,	Washington, Pa.
John W. Donnan,	Washington, Pa.	John F. Moyer,	Steubenville, Ohio.
Alvan Donnan,	Washington, Pa.		

By whom owned: Royal Gas Company.

By whom operated: Royal Gas Company.

The general offices of the company are located at 319 Walnut street, Philadelphia.

Address correspondence relating to this report to W. P. Logan, 319 Walnut street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized for the purpose of maintaining a single line for the sole use of the Royal Gas Company in its operations, and has been limited to that use ever since its organization. An appropriation of $1,000.00 was made for construction, which forms the liability to the Royal Gas Company. The cost of maintenance is borne by the Royal Gas Company, it being the only beneficiary.

GENERAL BALANCE SHEET.

DR.		CR.	
Organization expenses,	$177 75	Ten per cent. of authorized capital,	$1,000 00
Cash,	822 25		
Total,	$1,000 00	Total,	$1,000 00

WESTERN UNION TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Norvin Green,	New York city.
Vice President,	Thomas T. Eckert,	New York city.
Vice President,	John Van Horne,	New York city.
Vice President,	George J. Gould,	New York city.
Vice President,	Robert C. Clowry,	Chicago, Ill.
Secretary,	A. R. Brewer,	New York city.
Treasurer,	R. H. Rochester,	New York city.
General Manager,	Thomas T. Eckert,	New York city.
General Superintendent,	Charles A. Tinker,	New York city.
General Superintendent,	R. C. Clowry,	Chicago, Ill.
General Superintendent,	James Merrihew,	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Norvin Green,	New York.	Robert C. Clowry,	Chicago, Ill.
Thomas T. Eckert,	do.	Henry Weaver,	London, England.
John T. Terry,	do.	J. Pierpont Morgan,	New York city.
John Van Horne,	do.	Frederick L. Ames,	Boston, Mass.
Jay Gould,	do.	John Hay,	Cleveland, Ohio.
Russell Sage,	do.	William D. Bishop,	Bridgeport, Conn.
Alonzo B. Cornell,	do.	C. P. Huntington,	New York city.
Sidney Dillon,	do.	George B. Roberts,	Philadelphia.
George J. Gould,	do.	Sidney Shepard,	New York city.
Samuel Sloan,	do.	Erastus Wiman,	New York city.
Cyrus W. Field,	do.	Charles F. Mayer,	Baltimore, Md.
Edwin Gould,	do.	Chauncey M. Depew,	New York city.
Percy R. Pyne,	do.	James W. Clendenin,	New York city.
Charles Lanier,	do.	John G. Moore,	New York city.
Austin Corbin,	do.	Henry M. Flagler,	New York city.

Date of annual meeting for election of directors: Second Wednesday in October.

By whom owned: Western Union Telegraph Company.

By whom operated: Western Union Telegraph Company.

With what other companies consolidated: American Union Telegraph Company, Atlantic and Pacific Telegraph Company.

Date of consolidation: January 19, 1881.

The general offices of the company are located at 195 Broadway, New York city.

Address correspondence relating to this report to Brown & Wells, attorneys, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The date of the original charter was April 1, 1851, under the title of the New York and Missisippi Valley Printing Telegraph Company. The name was changed to the Western Union Telegraph Company by act passed April 4, 1856.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES IN THE STATE OF PENNSYLVANIA.

Rates for ten words, twenty-five cents; each additional word, one cent night, two cents day.

SUMMARY OF PAYMENTS.

For interest,	$891,228 56
For dividends,	4,309,607 27
For taxes, $320,291.02, included in expenses.	
For surplus fund,	1,404,748 92
Total amount of surplus fund,	$6,605,584 75

GENERAL BALANCE SHEET.

DR.		CR.	
Telegraph lines, stocks owned of leased telegraph companies that are merged in Western Union Company's system, franchises, patents, etc.,	$96,745.391 25	Capital stock,	$86,199,852 06
Stocks in telegraph and telephone companies and other securities.	15,781,612 05	Funded debt,	15.161,266 00
Real estate,	2,903.918 30	Stocks held through Gold and Stock Telegraph Company until 1981, without interest.	2,264,200 00
Broadway and Dey street building, enlargement and rebuilding account,	358,062 55	Sundry accounts payable,	2,815.152 60
Supplies and material on hand not issued,	320,231 66	Surplus of income,	13,015,925 25
Sundry accounts receivable, etc.,	2.129.855 97		
Cash in treasury and in hands of agents,	857,422 62		
Sinking fund for redemption of bonds,	359,901 51		
Total,	$119,456.395 91	Total,	$119,456,395 91

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Company treats its business as if its organization had been effected July 1, 1866, the date of the completion of what was at that time the most important consolidations. Since that time, its capital stock has been increased to $86,200,000 for acquisition of stocks of other telegraph companies and of other properties.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: October 15, 1890, 1¼ per cent.; January 15, 1891, 1¼ per cent.; April 15, 1891, 1¼ per cent.; July 15, 1891, 1¼ per cent.

Amount paid in dividends, cash,	$4,309,607 27
Paid to sinking fund,	$39,991 00
Balance for the year, or surplus,	1,404,748 92
Surplus at commencement of the year,	11,651,167 33
Total surplus,	$13,015,925 25

WILLIAMSPORT AND NORTH BRANCH TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. Frontz,	Hughesville, Pa.
Vice President,	Samuel Bryan,	do.
Secretary,	C. Wm. Woddrop,	do.
Treasurer,	Peter Reeder,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jeremiah Kelly,	Hughesville, Pa.	DeWitt Bodine,	Hughesville, Pa.
B. G. Welch,	do.	S. D. Townsend,	Hughesville, Pa.
J. K. Richel,	do.	J. S. Bailey,	Philadelphia.

Date of annual meeting for election of directors: Third Wednesday of May of each year.

By whom owned: Williamsport and North Branch Telephone Company.

By whom operated: Williamsport and North Branch Railroad Company.

The general offices of the company are located at Hughesville, Lycoming county, Pa.

Address correspondence relating to this report to Benjamin G. Welch, director, Hughesville, Pa.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: The lines of this company are leased to the Williamsport and North Branch Railroad Company, which company pays a dividend of eight per cent. per annum as a rental. Dividends are paid May and November each year.

Amount paid in dividends, cash, ...	$38 00

IMPORTANT CHANGES DURING THE YEAR.

The above amount of dividends ($38.00) paid to stockholders other than the lessor who owns balance of stock.

TABULATED RESULTS

Compiled from Reports of Railroad Companies.

TABLE A—STOCK AND DIVIDENDS.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Total cash realized on capital stock.	Number of shares.	Par value of each share.	Market price of shares on June 30, 1891.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1891.	
							Rate.	Amount.
Addison and Pennsylvania,	$700,000 00	$590,500 00	$29,525 00	5,905	$100			
Allegheny and Kinzua,	500,000 00	500,000 00	500,000 00	5,000	100			
Allegheny Valley,	5,000,000 00	2,166,500 00	2,166,500 00	43,330	50	$3 00		
Allentown,	2,000,000 00	1,268,884 47	1,268,884 47	22,917	50			
Allentown Terminal,	450,000 00	450,000 00	450,000 00	9,000	50		5	$22,500 00
Altoona and Wapsononock,	75,000 00	27,600 00	27,600 00	552	50	50 00		
Arnot and Pine Creek,	255,000 00	255,000 00	255,000 00	2,550	100		5	12,750 00
Bald Eagle Valley,	2,000,000 00	1,535,000 00	1,535,000 00	30,700	50	92 00	10	140,625 00
Baltimore and Cumberland Valley,	76,700 00	76,700 00	76,700 00	1,534	50			
Baltimore and Cumberland Valley Extension,	270,000 00	270,000 00	270,000 00	5,400	50		7	18,900 00
Baltimore and Harrisburg,	720,000 00	720,000 00	720,000 00	14,400	50		5	1,455 00
Baltimore and Harrisburg Western Extension,	250,000 00	240,000 00	240,000 00	4,400	50			
Baltimore and Philadelphia,	5,000,000 00	4,996,850 00	4,996,850 00	99,937	50			
Bangor and Portland,	325,100 00	121,100 00	121,100 00	1,211	100		6	7,266 00
Barclay Coal Company's Railroad,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50	5 00		
Beaver and Elwood,	50,000 00	50,000 00	50,000 00	500	100			
Bedford and Bridgeport,	600,000 00	600,000 00	600,000 00	12,000	50			
Beech Creek,	5,000,000 00	5,000,000 00	5,000,000 00	100,000	50		4	150,000 00
Bellevue and Pittsburgh,	10,000 00	10,000 00	1,000 00	200	50			
Berlin,	50,000 00	50,000 00	50,000 00	1,000	50			
Berlin Branch,	75,000 00	43,193 19	43,193 19	863	50			
Bloomsburg Belt,	10,000 00	10,000 00	1,000 00		25			

Braddock and Pittsburgh,	20,000 00	20,000 00	2,000 00	400	50			
Bradford,	100,000 00		84,000 00	840	100			
Bradford, Bordell and Kinzua,	250,000 00	500,000 00	250,000 00	4,756	100			
Bradford, Bordell and Smethport,	100,000 00	100,000 00	100,000 00	1,000	100			
Bradford, Eldred and Cuba,	500,000 00	480,000 00	480,000 00	4,800	100			
Brockport and Shawmut,	50,000 00	22,500 00	22,500 00	225	100			
Brockwayville and Punxsutawney,	250,000 00	250,000 00	250,000 00	2,500	100	1 00		
Buffalo, Bradford and Pittsburgh,	2,286,400 00	2,286,400 00	2,286,400 00	22,864	100			
Buffalo, Rochester and Pittsburgh,	12,000,000 00	12,000,000 00	12,000,000 00	120,000	100	55		
Buffalo Run, Bellefonte and Bald Eagle,	600,000 00	428,050 00	428,050 00	8,561	50			
Bustleton,	300,000 00	100,000 00	100,000 00	2,000	50			
Cambria and Clearfield,	600,000 00	600,000 00	600,000 00	12,000				
Catasauqua and Fogelsville,	426,900 00	426,900 00	426,900 00	17,076	25		10	42,690 00
Catawissa,		4,395,500 00	4,359,500 00	87,190	50		7	224,000 00
Central Pennsylvania,	1,200,000 00	1,200,000 00	13,300 00	266	50			
Chambersburg and Gettysburg,	200,000 00	200,000 00	200,000 00	2,000	100			
Chartiers,	800,000 00	645,300 00	645,300 00	12,906	50	50 00	6½	41,944 50
Cherry Grove,	50,000 00	10,000 00	10,000 00		50			
Chest Creek,	100,000 00							
Chester Creek,	272,100 00	272,100 00	272,100 00	5,442	50	55 00	6	11,100 00
Chester and Delaware River,	40,000 00	39,550 00	39,550 00	790	50			
Chestnut Hill,	120,650 00	120,650 00	120,650 00	2,413	50	125 00	12	14,478 00
City and Park,	25,000 00							
Clarion River,	120,000 00	84,000 00	50,400 00	840	100			
Cleveland and Pittsburgh,	11,247,314 36	11,247,314 36	11,247,314 36		50		7 & 10	786,920 00
Coal Glen,	10,000 00	10,000 00	1,000 00		100			
Colebrookdale,	500,000 00	297,215 00	297,215 00		50			
Columbia and Port Deposit,	1,800,000 00	600,000 00	600,000 00	12,000	50			
Connecting,	1,900,000 00	1,278,300 00	1,278,300 00	25,556	50		6	76,689 00
Corning, Cowanesque and Antrim,	2,000,000 00	2,000,000 00	2,000,000 00	40,000	50			
Cornwall,	400,000 00	400,000 00	400,000 00	4,000	100	50 00		
Cornwall and Lebanon,	800,000 00	800,000 00	800,000 00	16,000	50		4	28,000 00
Confluence and Oakland,	200,000 00	200,000 00	200,000 00	4,000	50			
Coudersport, Galeton and Ansonia,	150,000 00	113,910 00	3,610 00					
Coudersport, Hornellsville and Lackawanna,	220,000 00	11,000 00	11,000 00	2,200	50			
Coudersport and Pine Creek,	150,000 00	100,000 00						
Coudersport and Port Allegany,	174,000 00	174,000 00	174,000 00	1,740	100	100 00	6	10,440 00
Coudersport and West Branch,	170,000 00	85,000 00	85,000 00	17,000	50			
Cresson, Clearfield County and New York Short Route,		1,000,000 00	1,000,000 00	20,000	50			
Cumberland Valley,	2,000,000 00	1,777,850 00	1,777,850 00	35,557	50		8	142,228 00

TABLE A—STOCK AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Total cash realized on capital stock.	Number of shares.	Par value of each share.	Market price of shares on June 30, 1891.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1891.	
							Rate.	Amount.
Danville and Riverside,	$50,000 00	. . . . .	$3,790 00	436	$25	. . . . .	. . . . .	. . . . .
Danville and Shamokin,	250,000 00	$26,710 00	26,710 00	. . . . .	50	. . . . .	. . . . .	. . . . .
Dauphin and Berks,	100,000 00	100,000 00	100,000 00	2,000	50	. . . . .	. . . . .	. . . . .
Delaware and Hudson Canal Company's Railroad,	30,000,000 00	30,000,000 00	30,000,000 00	300,000	100	$127 00	7	$1,907,500 00
Delaware, Lackawanna and Western	. . . . .	26,200,000 00	26,200,000 00	524,000	50	133 75	7	1,834,000 00
Delaware River and Lancaster,	. . . . .	. . . . .	239,550 00	4,791	50	. . . .	. . . . .	. . . . .
Delaware, Susquehanna and Schuylkill,	400,000 00	376,264 00	376,264 00	8,000	50	. . . . .	. . . . .	. . . . .
Dillsburg and Mechanicsburg,	400,000 00	89,800 00	89,800 00	1,796	50	. . . . .	. . . . .	. . . . .
Downingtown and Lancaster,	500,000 00	405,650 00	405,650 00	8,113	50	. . . . .	. . . . .	. . . . .
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000 00	1,300,000 00	1,300,000 00	13,000	100	. . . . .	. . . . .	. . . . .
East Broad Top,	1,000,000 00	815,589 43	815,589 43	16,303	. . .	. . . . .	. . . . .	. . . . .
East Mahanoy,	500,000 00	497,750 00	497,750 00	9,955	50	. . . . .	6	29,865 00
East Pennsylvania,	. . . . .	1,730,450 00	1,730,450 00	34,609	50	. . . . .	6	103,827 00
Eastern Heights,	1,800,000 00	15,000 00	1,500 00	. . . . .	50	. . . . .	. . . . .	. . . . .
Ebensburg and Cresson,	100,000 00	42,000 00	42,000 00	840	50	. . . . .	. . . . .	. . . . .
Edgewood,	15,000 00	15,000 00	15,000 00	300	50	. . . . .	. . . . .	. . . . .
Elmira and Williamsport,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50	59 00	5 & 7	57,000 00
Ellwood Short Line,	300,000 00	300,000 00	300,000 00	3,000	100	. . . . .	. . . . .	. . . . .
Emporium and Rich Valley,	100,000 00	100,000 00	10,000 00	1,000	100	. . . . .	. . . . .	. . . . .
Erie and Pittsburgh,	2,500,000 00	1,998,400 00	1,998,400 00	39,968	50	. . . . .	7	139,888 00
Erie and Wyoming Valley,	3,000,000 00	1,500,000 00	1,500,000 00	30,000	50	. . . . .	. . . . .	. . . . .
Fairchance and State Line,	60,000 00	25,150 00	2,515 00	503	50	. . . . .	. . . . .	. . . . .

Falls Creek,	30,000 00	30,000 00	30,000 00	300	100			
Fayette County,	1,500,000 00	107,400 00	107,400 00		50	75 00	8	8,592 00
Ferney Mountain,	20,000 00	20,000 00	20,000 00					
Frankford and Delaware,	28,000 00	28,000 00	2,800 00	560	50			
Gettysburg and Harrisburg,	250,000 00	250,000 00	250,000 00	5,000	50			
Grassy Island,	10,000 00	10,000 00	10,000 00	100	100			
Greenlick Narrow Gauge,	50,000 00	31,650 00	31,650 00		50			
Hanover and York,	250,000 00	224,250 00	224,250 00	4,485	50			
Harrisburg and Bedford,	2,500,000 00		30,000 00		50			
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	2,500,000 00	1,182,550 00	1,182,550 00	26,551	50	80 00	7	82,778 50
Homer and Susquehanna,	200,000 00	189,500 00	10,500 00	2,100	50			
Hornersville, Coudersport and Westport,	400,000 00		20,000 00	4,000	50			
Huntingdon and Broad Top Mountain,	3,550,000 00	3,362,300 00	3,362,300 00	67,246	50	35 75	6	119,433 00
Ironton,	200,000 00	200,000 00	200,000 00	4,000	50		6	12,000 00
Jamestown and Franklin,	1,000,000 00	607,243 00	607,243 00	12,148	50			
Jefferson,	2,096,050 00	2,096,050 00	2,096,050 00	41,921	50			
Johnsonburg,	200,000 00	200,000 00	200,000 00	4,000	50			
Johnsonburg and Bradford,	420,000 00		21,000 00		50			
Jones Lake,		20,000 00	20,000 00	200	100		6	1,200 00
Junction,	250,000 00	250,000 00	250,000 00	5,000	50		40	100,000 00
Kendall and Eldred,	150,000 00		90,000 00	900	100			
Kensington and Tacony,	250,000 00	200,000 00	200,000 00	4,000	50			
Kettle Creek,		28,000 00	2,800 00					
Kinzua,	100,000 00		84,000 00	840	100			
Kinzua Creek and Kane,	120,000 00	65,600 00	65,600 00	656	100	100 00		
Kinzua Hemlock,	140,000 00	60,000 00	60,000 00	1,200	50			
Kinzua Valley,	140,000 00	31,876 12	31,876 12					
Lackawanna and Montrose,	150,000 00	41,550 00	27,934 89	255	50			
Lancaster and Reading Narrow Gauge,	500,000 00		82,720 00	1,700	50			
Lake Shore and Michigan Southern,	50,000,000 00	50,000,000 00	50,000,000 00	500,000	100		$6\frac{1}{2}$ & 10	3,268,672 50
Lebanon and Reading,	300,000 00	30,000 00	30,000 00	6,000	50			
Lehigh and Lackawanna,	1,000,000 00	370,500 00	370,500 00	7,410	50			
Lehigh Valley,		40,441,100 00	40,441,100 00	808,822	50	$46\frac{3}{8}$	5 & 10	2,027,370 00
Lewisburg and Tyrone,	1,200,000 00	1,200,000 00	1,200,000 00	24,000	50			
Ligonier Valley,	160,000 00	160,000 00	160,000 00	3,200	50		4	6,400 00
Little Saw Mill Run,	250,000 00	144,375 00	144,375 00	3,775		37 50	3	4,331 25
Little Schuylkill Navigation,		2,487,850 00	2,487,850 00	49,757	68		6	174,149 50
Littlestown,	34,850 00	34,850 00	34,850 00	697				
Loyalsock,	300,000 00	213,588 91	213,588 91	6,000				

TABLE A—STOCK AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Total cash realized on capital stock.	Number of shares.	Par value of each share.	Market price of shares on June 30, 1891.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1891.	
							Rate.	Amount.
Lykens Valley,	$800,000 00	$600,000 00	$600,000 00	30,000	$20	$30 00	10	$60,000 00
McKean and Buffalo,	400,000 00	. . . . .	400,000 00	8,000	50	. . . . .	. . . . .	. . . . .
McKeesport,	250,000 00	20,000 00	20,000 00	4,000	50	. . . . .	. . . . .	. . . . .
McKeesport and Bessemer,	22,000 00	22,000 00	22,000 00	4,400	50	. . . . .	. . . . .	. . . . .
McKeesport Connecting,	40,000 00	8,900 00	800 00	89	100	. . . . .	. . . . .	. . . . .
McKeesport and Versailles Belt Line,	50,000 00	48,050 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Mahoning Valley,	450,000 00	45,000 00	45,000 00	450	100	100 00	. . . . .	. . . . .
Manayunk and Philadelphia,	26,000 00	26,000 00	2,600 00	520	50	. . . . .	. . . . .	. . . . .
Martin's Creek,	40,000 00	30,000 00	30,000 00	300	100	. . . . .	. . . . .	. . . . .
Meadville and Linesville,	200,000 00	. . . . .	200,000 00	4,000	50	. . . . .	. . . . .	. . . . .
Middletown and Hummelstown,	175,000 00	175,000 00	175,000 00	3,500	50	. . . . .	. . . . .	. . . . .
Mifflin and Centre County,	1,000,000 00	167,775 00	167,775 00	3,355½	50	. . . . .	. . . . .	. . . . .
Mill Creek and Mine Hill,	323,375 00	323,375 00	323,375 00	12,935	25	. . . . .	10	32,337 50
Mine Hill and Schuylkill Haven,	. . . . .	4,210,200 00	4,210,200 00	84,204	50	67 00	3½ & 4	310,633 00
Monongahela Connecting,	500,000 00	445,000 00	455,000 00	4,450	100	. . . . .	4	17,800 00
Monongahela and Chartiers,	140,000 00	. . . . .	2,800 00	280	100	. . . . .	. . . . .	. . . . .
Mont Alto,	500,000 00	110,000 00	110,000 00	4,400	25	. . . . .	. . . . .	. . . . .
Montgomery, Philadelphia and Delaware River,	24,000 00	24,000 00	2,400 00	480	50	. . . . .	. . . . .	. . . . .
Montour,	100,000 00	100,000 00	100,000 00	2,000	50	. . . . .	. . . . .	. . . . .
Montrose,	500,000 00	304,900 00	304,900 00	6,098	50	. . . . .	. . . . .	. . . . .
Mount Carbon and Port Carbon,	282,350 00	282,350 00	282,350 00	5,647	50	. . . . .	12	33,882 00
Mount Jewett, Kinzua and Riterville,	80,000 00	80,000 00	80,000 00	1,600	50	50 00	. . . . .	. . . . .

Mount Penn Gravity,	100,000 00	100,000 00	100,000 00	2,000	50	40 00	8	8,000 00
Mount Pleasant and Broadford,	1,000,000 00	150,500 00	150,500 00	3,010	50			
Mount Pleasant and Latrobe,	130,000 00	117,000 00	13,000 00		50			
Nescopec,	1,350,000 00	259,000 00	259,000 00	5,180	50			
Nesquehoning Valley,	2,000,000 00	1,418,600 00	1,418,600 00	28,372	50		5	70,777 50
Neversink Mountain,	100,000 00	65,000 00	65,000 00	1,300	50			
New Castle and Beaver Valley,	700,000 00	700,000 00	700,000 00	14,000	50		32	224,000 00
New Castle and Butler,	20,000 00	20,000 00	20,000 00	400	50			
New Castle and Shenango Valley,	300,000 00	292,250 00	292,250 00	5,845	50			
Newport and Sherman's Valley,	180,000 00	102,085 00	102,085 00	2,681	50			
New York, Lake Erie and Western,	86,536,900 00	85,947,100 00	85,947,100 00	859,471	100	34 00		
New York, Lake Erie and Western Coal,	500,000 00	500,000 00	500,000 00	5,000	100			
New York, Lackawanna and Western,	60,000 00	12,000 00	12,000 00	240	50			
New York, Chicago and St. Louis,	30,000,000 00	30,000,000 00	30,000,000 00	300,000	100		3½	175,000 00
New York and North Pennsylvania,	180,000 00	50,000 00	50,000 00	1,000	100			
New York, Pennsylvania and Ohio,	45,000,000 00	44,999,350 00	44,999,350 00	899,987	50			
New York, Philadelphia and Chicago,	450,000 00	450,000 00	45,500 00		50			
New York, Susquehanna and Western,	21,000,000 00	21,000,000 00	21,000,000 00	210,000	100	16 50		
Nittany Valley,	75,000 00	75,000 00	75,000 00	1,500	50			
Northern Central,	8,000,000 00	7,518,150 00	7,521,717 45	150,363	50	63 75	7	526,261 50
North East Pennsylvania,	400,000 00	400,000 00	400,000 00	8,000	50			
North Pennsylvania,	6,000,000 00	4,720,750 00	4,720,750 00	94,415	50	80 50	8	376,954 00
North and West Branch,	1,500,000 00	1,500,000 00	1,500,000 00	30,000	50		6	90,000 00
Ohio and Baltimore Short Line,	1,060,000 00	290,000 00	290,000 00	5,800	50			
Ohio Connecting,	1,000,000 00	600,000 00	600,000 00	12,000	50			
Ohio and North Eastern,	250,000 00	250,000 00	12,500 00	2,500	100			
Oil City and New Castle,	750,000 00	23,000 00	23,000 00	1,500	50			
Oil City and Ridgway,	300,000 00	86,550 00	86,550 00	1,731	50			
Olean, Bradford and Warren,	300,000 00		300,000 00	3,000	100			
Ontario, Carbondale and Scranton,	1,500,000 00	1,500,000 00	1,500,000 00	15,000	100			
Pennsylvania,	151,700,000 00	123,584,750 00	123,584,750 00	2,471,695	50		5½	6,529,676 50
Pennsylvania Company,	20,000,000 00	20,000,000 00	20,000,000 00	400,000	50			
Pennsylvania, Lehigh and Eastern,	10,000,000 00	10,000,000 00	10,000,000 00	200,000	50			
Pennsylvania and Midland,	3,000,000 00	25,000 00	25,000 00	5,000	50			
Pennsylvania and New York Canal and Railroad,		1,061,700 00	1,061,700 00	21,234	50			
Pennsylvania, Poughkeepsie and Boston,	3,000,000 00	2,000,000 00	2,000,000 00	40,000	50			
Pennsylvania Schuylkill Valley,	10,000,000 00	6,931,000 00	6,931,000 00	138,620	50			

TABLE A—STOCK AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Total cash realized on capital stock.	Number of shares.	Par value of each share.	Market price of shares on June 30, 1891.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1891.	
							Rate.	Amount.
Pennsylvania and Western,	$5,000,000 00	$100,000 00	$100,000 00	2,000	$50			
Pennsylvania and North Western,	1,660,000 00	1,660,000 00	1,660,000 00	33,200	50	$18 00	5	$83,000 00
Pennsylvania and West Virginia,	350,000 00		17,500 00	175	100			
Peoples',		250,000 00	100,000 00	5,000	50			
Perkiomen,	50,000 00	38,400 00	38,040 00	768	50	5 00		
Perry County,	100,000 00	64,650 00	64,650 00		50	50 00		
Philadelphia and Baltimore Central,	2,500,000 00	2,499,365 81	2,495,650 00					
Philadelphia Belt Line,	200,000 00	200,000 00	200,000 00	4,000	50			
Philadelphia and Chester Valley,	755,100 00	755,100 00	755,100 00	15,102	50			
Philadelphia and Delaware County,	1,000,000 00	250,000 00	250,000 00	5,000	50			
Philadelphia and Erie,	12,400,000 00	10,375,000 00	10,375,000 00	207,500	50	29 25	7	168,000 00
Philadelphia, Germantown and Chestnut Hill,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50			
Philadelphia, Germantown and Norristown,	2,500,000 00	2,246,900 00	2,246,900 00	44,938	50	127 00	12	269,628 00
Philadelphia and Lehigh Valley,	2,000,000 00	40,000 00	40,000 00	4,000	50			
Philadelphia, Harrisburg and Pittsburgh,	2,000,000 00	2,000,000 00	2,000,000 00	40,000	50			
Philadelphia, Newtown and New York,	3,000,000 00	1,200,000 00	1,200,000 00	24,000	50			
Philadelphia and Reading,		39,775,361 78	39,775,361 78	789,607	50			
Philadelphia and Reading Terminal,	8,500,000 00	300,000 00	300,000 00	6,000	50			

Philadelphia and Trenton,	2,000,000 00	1,259,100 00	1,259,100 00	12,591	100		10	49,410 00
Philadelphia, Wilmington and Baltimore,		11,819,350 00	11,819,350 00	236,387	50		6	709,161 00
Pickering Valley,	100,000 00	95,655 00	95,655 00	1,846	50			
Pine Creek,	400,000 00	1,000,000 00	1,000,000 00	20,000	50			
Pittsburgh and Castle Shannon,	481,400 00	481,400 00	481,400 00	9,628	50	7 00		
Pittsburgh, Charticrs and Youghiogheny,	600,000 00	593,600 00	593,600 00	11,872	50	15 00		
Pittsburgh, Cincinnati, Chicago and St. Louis,	120,500,000 00	43,835,459 24	43,835,459 24				1	222,110 00
Pittsburgh and Connellsville,	5,000,000 00	1,956,091 00	1,956,091 05	38,888	50			
Pittsburgh, Fort Wayne and Chicago,	33,079,443 13	33,079,443 13	33,079,443 13	330,794	100	150 00	4	2,263,653 75
Pittsburgh Junction,	1,440,000 00	1,440,000 00	1,440,000 00	28,800	50	35 00		
Pittsburgh and Lake Erie,	4,000,000 00	4,000,000 00	4,000,000 00	80,000	50		6	240,000 00
Pittsburgh and Mansfield,	50,000 00	25,200 00	2,520 00	504	50			
Pittsburgh, McKeesport and Youghiogheny,	4,000,000 00	3,959,650 00	3,959,650 00	79,193	50		6	216,579 00
Pittsburgh and Moon Run,	100,000 00				100			
Pittsburgh and Northern,	150,000 00	150,000 00	150,000 00	3,000	50			
Pittsburgh and South Side,	8,000 00	8,000 00	800 00	160	50			
Pittsburgh, Virginia and Charleston,	2,300,000 00	2,016,800 00	2,016,800 00	40,336	50	44 00	6	114,312 00
Pittsburgh and Western,	12,000,000 00	12,000,000 00	12,000,000 00	240,000	50			
Pittsburgh, Youngstown and Ashtabula,	4,000,000 00	3,033,341 58	3,033,341 58	60,666	50		2½ & 7	152,033 75
Plymouth,	30,000 00	12,050 00	12,050 00	241	50			
Point Breeze,	18,000 00	7,200 00	7,200 00		50			
Pomeroy and Newark,	500,000 00	500,000 00	500,000 00	10,000	50			
Priceville and Winton,	50,000 00	1,000 00	1,000 00	20	50			
Reading and Columbia,		958,373 09	958,373 09	19,144	50			
Reading, Marietta and Hanover,	250,000 00	250,000 00	250,000 00	5,000	50			
Rew City and Eldred,	150,000 00	111,000 00	111,000 00		100			
Ridgway and Clearfield,	1,000,000 00	491,000 00	491,000 00	9,820	50		6	29,460 00
River Front,	216,000 00	216,000 00	216,000 00	4,320	50		5	10,800 00
Rochester, Beaver Falls and Western,	150,000 00	75,000 00	48,125 76		100			
Rupert and Bloomsburg,	50,000 00	50,000 00	50,000 00	1,000	50			
Salisbury,	200,000 00	118,029 50	118,029 50	2,356	50			
Saltsburg and West Lebanon,	200,000 00			4,000	50			
Schuylkill and Lehigh,	50,000 00	50,000 00	50,000 00	1,000	50			
Schuylkill River East Side,	4,500,000 00	4,500,000 00	4,500,000 00	90,000	50			
Schuylkill River West Side,	120,000 00	1,500 00	1,500 00	300	50			

TABLE A—STOCK AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Total cash realized on capital stock.	Number of shares.	Par value of each share.	Market price of shares on June 30, 1891.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1891.	
							Rate.	Amount.
Schuylkill Valley Navigation railroad,	$576,050 00	$576,050 00	$576,050 00	11,521	$50		$5	$28,802 50
Shade Creek,	72,000 00	64,300 00	7,700 00		100			
Shamokin, Sunbury and Lewisburg,	2,000,000 00	2,000,000 00	2,000,000 00	40,000	50			
Shamokin Valley and Pottsville,	1,500,000 00	869,450 00	869,450 00	17,389	50	58 00	6	52,167 00
Sharon,	500,000 00	453,350 00	453,350 00		50	50 00	6	26,298 00
Sharon and State Line,	60,000 00							
Sharpsville,	350,000 00	350,000 00	350,000 00	7,000	50			
Sharpsburg and Pittsburgh,	14,000 00	14,000 00	1,400 00	280	50			
Shawmut and Brandy Camp,	12,500 00		12,500 00		100			
Sheffield and Spring Creek,	100,000 00	9,000 00	3,000 00		100			
Shenango Valley,	60,000 00	60,000 00	60,000 00	1,200	50			
Sherrick Run,	500,000 00	450,000 00	50,000 00		50			
Sinnemahoning Valley,	90,000 00	90,000 00	90,000 00	900	100			
Slate Run,	160,000 00	160,000 00	81,000 00	1,600	100			
Slatington,	200,000 00	20,000 00	20,000 00	4,000	50			
Somerset County,	200,000 00		74,300 00		50			
Somerset and Cambria,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50			
South Easton and Philipsburg,	75,000 00	75,000 00	75,000 00	1,500	50			
South Fork,	210,000 00	28,000 00	28,000 00	560	50			

South Mountain,	200,000 00	200,000 00	200,000 00	4,000	50			
South Pennsylvania,	10,800,000 00	6,118,000 00	6,118,000 00	122,360	50			
South-West Pennsylvania.	3,000,000 00	1,499,900 00	1,499,900 00	29,998	50	90 00	10	149,990 00
Southern Pennsylvania.	800,000 00	800,000 00	800,000 00	16,000	50			
State Line (Genesee Fork, Pa,)	20,000 00		2,000 00		100			
State Line (Pittsburgh,)	260,000 00	26,000 00	26,000 00	5,200	50			
State Line and Sullivan,	1,000,000 00	983,550 00	983,550 00	19,673	50			
Stewart,	10,000 00	7,700 00	7,700 00	154	50			
Stewartstown,	100,000 00	70,000 00	70,000 00	1,400	50	38 00	5	3,500 00
Stony Creek,	176,100 00	176,100 00	176,100 00	3,522	50	5 00		
Sunbury, Hazleton and Wilkes-Barre,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50		6	60,000 00
Sunbury and Lewistown,	600,000 00	600,000 00	600,000 00	12,000	50	60 00		108,000 00
Susquehanna and Clearfield,	1,000,000 00	286,000 00	286,000 00	5,720	50			
Tamaqua, Hazleton and Northern,	300,000 00	2,000 00	2,000 00		50			
Tioga,		580,900 00	580,900 00	11,618	50			
Tionesta Valley,	100,000 00	100,000 00	100,000 00	2,000	50			
Tipton,	50,000 00	43,250 00	43,250 00	865	50			
Trenton Cut-off,	1,000,000 00	100,000 00	10,000 00		50			
Tresckow,	250,000 00	130,000 00	130,000 00	26,000	50			
Trout Run,	25,000 00		25,000 00	2,500	25			
Turtle Creek Valley,	250,000 00	100,000 00	100,000 00	5,000	50			
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50		5	50,000 00
Union,	50,000 00	25,000 00	2,500 00	500	50			
Ursina and North Fork,	20,000 00	20,000 00	20,000 00		50			
Warren and Farnsworth,	75,000 00	75,000 00	75,000 00	1,500	50			
Waynesburg and Washington,	270,000 00	101,854 97	101,854 97	1,962	50			
West Chester,	165,000 00	165,000 00	165,000 00	3,300	50		5	8,250 00
West Chester and Phœnixville,	600,000 00		25,000 00		50			
Western Maryland,	1,324,000 00	1,008,700 00	1,008,700 00		50			
Western New York and Pennsylvania,	30,000,000 00	30,000,000 00	30,000,000 00	300,000	100	7 00		
Western Pennsylvania,	4,000,000 00	1,775,000 00	1,775,000 00	35,500	50		6	106,500 00
Wheeling, Pittsburg and Baltimore,	5,500,000 00	5,500,000 00	5,500,000 00	110,000	50			
Wilcox,	50,000 00	25,000 00	25,000 00	1,000	50			
Wilcox and Rocky Run,			25,000 00	250	100			
Wilkes-Barre and Harvey's Lake,	150,000 00	150,000 00	150,000 00	3,000	50			
Wilkes-Barre and Scranton,	500,000 00	500,000 00	500,000 00	10,000	50		5	25,000 00
Wilkes-Barre and Western,	1,000,000 00	455,000 00	455,000 00		50			
Wilkes-Barre and Williamsport,	1,600,000 00				100			
Williamsport and Clearfield,	1,500,000 00	4,500 00	4,500 00	90	50			
Williamsport Junction,	175,000 00				50			

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TABLE A—STOCK AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Total cash realized on capital stock.	Number of shares.	Par value of each share.	Market price of shares on June 30, 1891.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1891.	
							Rate.	Amount.
Williamsport and North Branch, .	$50,000 00	$749,200 00	$749,200 00	14,984	50	. . . . .	. . . . .	. . . . .
Wilmington and Northern, ...	1,500,000 00	1,278,050 00	1,278,050 00	25,561	$50	. . . . .	. . . . .	. . . . .
Wind Gap and Delaware, ...	300,000 00	50,000 00	50,000 00	2,000	50	. . . . .	. . . . .	. . . . .
York and Black Mount, ...	4,000 00	. . . . .	525 00	. . . . .	50	. . . . .	. . . . .	. . . . .
York and Peach Bottom, ...	375,000 00	371,350 00	125,000 00	250	50	$3 00	. . . . .	. . . . .
Youghiogheny Connecting, ...	50,000 00	10,000 00	1,000 00	200	50	. . . . .	. . . . .	. . . . .
Youghiogheny and Elizabeth, . . .	50,000 00	. . . . .	5,000 00	1,000	50	. . . . .	. . . . .	. . . . .
Youghiogheny Northern, ...	400,000 00	. .	400,000 00	8,000	50	. . . . .	10	$40,000 00
Youghiogheny Southern, ...	200,000 00	180,000 00	20,000 00	4,000	50	. . . . .	. . . . .	. . . . .
Totals, ...	$914,754,282 49	$862,219,423 58	$859,535,920 82	$13,062,283½	.	. . . . .	. . . . .	$25,250,969 25

TABLE B—DEBT AND INTEREST.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of current liabilities.	Total amount now of funded debt and current liabilities.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Addison and Pennsylvania,	$487,939 37	$299,318 40	$787,257 77	$19,850 04	5 and 6
Allegheny and Kinzua,	485,000 00	14,609 30	499,609 30	12,729 15	5
Allegheny Valley,	26,000,098 07	7,425,683 92	33,425,781 99	1,106,602 02	5 and 7
Allentown,	. . . . .	12,745 37	12,745 37	. . . . .	. . . . .
Allentown Terminal,	450,000 00	60,827 44	510,827 44	18,000 00	4
Altoona and Wapsononock,	. . . . .	28,000 00	28,000 00	. . . . .	. . . . .
Arnot and Pine Creek,	. . . . .	3,350 74	3,350 74	. . . . .	. . . . .
Bald Eagle Valley,	356,000 00	188 25	356,188 25	21,600 00	6
Baltimore and Cumberland Valley,	72,800 00	. . . . .	72,800 00	4,368 00	6
Baltimore and Cumberland Valley Extension,	230,000 00	. . . . .	230,000 00	13,800 00	6
Baltimore and Harrisburg,	690,000 00	84,208 15	774,208 15	36,120 00	5 and 6
Baltimore and Harrisburg Western Extension,	240,000 00	. . . . .	240,000 00	12,000 00	5
Baltimore and Philadelphia,	4,840,000 00	1,907,803 40	6,747,803 40	217,800 00	4½
Bangor and Portland,	320,000 00	. . . . .	320,000 00	19,189 00	6
Barclay Coal Company's Railroad,	76,000 00	. . . . .	76,000 00	3,800 00	5
Beaver and Elwood,	50,000 00	2,935 73	52,935 73	1,250 00	5
Bedford and Bridgeport,	1,700,000 00	309 75	1,700,309 75	. . . . .	. . . . .
Beech Creek,	5,000,000 00	502,963 26	5,502,963 26	200,000 00	4
Berlin,	. . . . .	58,806 91	58,806 91	. . . . .	. . . . .
Berlin Branch,	42,900 00	15,946 73	58,846 73	2,574 00	6
Bradford, Bordell and Kinzua,	547,847 63	163,412 47	711,260 10	29,880 00	6
Bradford, Bordell and Smethport,	. . . . .	17,036 13	17,036 13	. . . . .	. . . . .
Bradford, Eldred and Cuba,	560,000 00	423,346 64	983,346 64	33,600 00	6
Buffalo, Bradford and Pittsburgh,	580,000 00	. . . . .	580,000 00	40,600 00	7
Buffalo, Rochester and Pittsburgh,	8,750,500 00	810,691 18	9,561,191 18	496,357 24	5,6 and 7
Buffalo Run, Bellefonte, and Bald Eagle,	364,000 00	50,857 95	414,857 95	21,840 00	6
Bustleton,	. . . . .	3,811 30	3,811 30	. . . . .	. . . . .
Cambria and Clearfield,	200,000 00	47,962 72	247,962 72	5,000 00	5
Catasauqua and Foglesville,	135,000 00	16,274 66	151,274 66	6,750 00	5

TABLE B—DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of current liabilities.	Total amount now of funded debt and current liabilities.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Catawissa,	$1,617,000 00	. . . . .	$1,617,000 00	. . . . .	5,6 and 7
Chartiers,	500,000 00	$4,778 75	504,778 75	$35,000 00	7
Cherry Grove,	. . . . .	10,000 00	10,000 00	. . . . .	. . . . .
Chester Creek,	185,000 00	12,061 50	197,061 50	11,100 00	6
Chester and Delaware River,	12,300 00	200,131 84	212,431 84	. . . . .	. . . . .
Cleveland and Pittsburgh,	6,501,343 63	164,066 14	6,665,409 77	328,756 00	6 and 7
Colebrookdale,	600,000 00	289,275 09	889,275 09	36,000 00	6
Columbia and Port Deposit,	1,800,000 00	1,491 41	1,801,491 41	66,000 00	4
Connecting,	991,000 00	985,256 06	1,976,256 06	59,460 00	6
Corning, Cowanesque and Antrim,	1,250,000 00	4,758 69	1,254,758 69	. . . . .	. . . . .
Cornwall,	. . . . .	62,143 00	62,143 00	. . . . .	. . . . .
Cornwall and Lebanon,	800,000 00	. . . . .	800,000 00	32,866 25	5
Confluence and Oakland,	200,000 00	15,136 22	215,136 22	10,000 00	5
Coudersport and Port Allegany,	75,000 00	. . . . .	75,000 00	10,440 00	6
Cresson, Clearfield County and New York Short Route,	840,000 00	53,110 66	893,110 66	45,000 00	6
Cumberland Valley,	270,500 00	103,324 11	373,824 11	21,640 00	8
Danville and Riverside,	. . . . .	468 23	468 23	. . . . .	. . . . .
Delaware and Hudson Canal Company's Railroad,	15,378,000 00	669,889 08	16,047,889 08	901,880 00	7
Delaware, Lackawanna and Western,	3,667,000 00	8,997,147 54	12,664,147 54	256,690 00	7
Delaware River and Lancaster,	310,000 00	37,918 18	347,918 18	18,600 00	6
Danville, Susquehanna and Schuylkill,	. . . . .	51,166 70	51,166 70	. . . . .	. . . . .
Dillsburg and Mechanicsburg,	100,000 00	10,307 20	110,307 20	6,000 00	6
Downingtown and Lancaster,	300,000 00	69,569 80	369,569 80	11,497 56	4
Dunkirk, Allegheny Valley and Pittsburgh,	2,900,000 00	214,436 34	3,114,436 34	. . . . .	7
East Broad Top,	543,088 88	158,962 87	702,051 75	22,585 33	4 and 6
East Mahanoy,	. . . . .	18,590 08	18,590 08	. . . . .	. . . . .
East Pennsylvania,	495,000 00	45 89	495,045 89	19,800 00	4
Ebensburg and Cresson,	80,000 00	. . . . .	80,000 00	. . . . .	. . . . .
Elmira and Williamsport,	1,570,000 00	30,095 00	1,600,095 00	88,500 00	5 and 6

Ellwood Short Line,	300,000 00	. . . . .	300,000 00	. . . . .	5
Erie and Pittsburgh,	3,395,200 00	19,657 00	3,414,857 00	224,240 00	4 and 7
Erie and Wyoming Valley,	3,000,000 00	740,576 31	3,740,576 31	180,000 00	6
Falls Creek,	. . . . .	4,738 54	4,738 54	. . . . .	. . . . .
Gettysburg and Harrisburg,	280,000 00	186,660 44	466,660 44	16,800 00	6
Greenlick Narrow Gauge,	. . . . .	10,660 64	10,660 64	. . . . .	. . . . .
Hanover and York,	191,100 00	34,218 02	225,318 02	9,555 00	5
Harrisburg and Bedford,	. . . . .	6,948 93	6,948 93	. . . . .	. . . . .
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000 00	58,090 50	758,090 50	28,000 00	4
Huntingdon and Broad Top Mountain,	2,280,500 00	. . . . .	2,280,500 00	123,455 00	4,5 and 7
Ironton,	. . . . .	10,134 59	10,134 59	. . . . .	. . . . .
Jamestown and Franklin,	798,000 00	1,230,977 20	2,028,977 20	48,160 00	7
Jefferson,	3,100,000 00	. . . . .	3,100,000 00	154,940 00	4½,5 and 6
Johnsonburg,	200,000 00	35,161 84	235,161 84	12,000 00	6
Johnsonburg and Bradford,	. . . . .	25,285 78	25,285 78	. . . . .	. . . . .
Junction,	725,000 00	15,372 97	740,372 97	37,125 00	4½ and 6
Kensington and Tacony,	. . . . .	99,272 54	99,272 54	. . . . .	. . . . .
Kinzua Creek and Kane,	5,000 00	23 53	5,023 53	. . . . .	7
Kinzua Hemlock,	. . . . .	1,550 04	1,550 04	. . . . .	. . . . .
Kinzua Valley,	. . . . .	3,798 97	3,798 97	. . . . .	. . . . .
Lackawanna and Montrose,	. . . . .	17,067 82	17,067 82	. . . . .	. . . . .
Lake Shore and Michigan Southern,	45,766,000 00	2,881,420 07	48,647,420 07	3,218,465 00	5 and 7
Lehigh and Lackawanna,	600,000 00	. . . . .	600,000 00	42,000 00	7
Lehigh Valley,	29,875,000 00	. . . . .	29,875,000 00	1,711,390 00	4½,6 and 7
Lewisburg and Tyrone,	. . . . .	295,123 96	295,123 96	. . . . .	. . . . .
Ligonier Valley,	75,000 00	7,481 69	82,481 69	3,750 00	5
Little Saw Mill Run,	178,500 00	. . . . .	178,500 00	10,710 00	6
Littlestown,	40,000 00	19,265 00	59,265 00	2,000 00	5
McKeesport and Bessemer,	. . . . .	419,157 54	419,157 54	. . . . .	. . . . .
McKeesport Connecting,	. . . . .	40,657 02	40,657 02	. . . . .	. . . . .
Mahoning Valley,	80,000 00	37,205 86	117,205 86	666 66	. . . . .
Meadville and Linesville,	200,000 00	. . . . .	200,000 00	. . . . .	6
Middletown and Hummelstown,	. . . . .	26,344 75	26,344 75	. . . . .	. . . . .
Mifflin and Centre County,	200,000 00	65,675 04	265,675 04	12,000 00	6
Mill Creek and Mine Hill,	. . . . .	1,660 62	1,660 62	. . . . .	. . . . .
Monongahela Connecting,	200,000 00	48,902 93	248,902 93	12,000 00	6
Mont Alto,	125,000 00	129,816 77	254,816 77	7,500 00	6
Montour,	100,000 00	. . . . .	100,000 00	. . . . .	6
Mount Carbon and Port Carbon,	. . . . .	2,552 40	2,552 40	. . . . .	. . . . .
Mount Jewett, Kinzua and Wrightsville,	40,000 00	2,440 42	42,440 42	600 00	6
Mount Penn Gravity,	35,000 00	100 00	35,100 00	. . . . .	6
Nescopec,	200,000 00	64,808 60	264,808 60	10,000 00	5
Nesquehoning Valley,	. . . . .	840 69	840 69	. . . . .	. . . . .

TABLE B—DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of current liabilities.	Total amount now of funded debt and current liabilities.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Neversink Mountain,	. . . . .	$116,553 05	$116,553 05	. . . . .	. . . . .
New Castle and Beaver Valley,	. . . . .	1,966 49	1,966 49	. . . . .	. . . . .
New Castle and Shenango Valley,	$250,000 00	. . . . .	250,000 00	$15,000 00	6
Newport and Sherman's Valley,	60,000 00	. . . . .	60,000 00	1,500 00	5
New York, Lake Erie and Western,	77,664,885 10	5,806,197 20	83,471,082 30	4,691,900 60	4½,5,6 and 7
New York, Lake Erie and Western Coal,	3,000,000 00	. . . . .	3,000,000 00	. . . . .	6
New York, Chicago and St. Louis,	19,681,000 00	792,025 12	20,473,025 12	782,510 00	4
New York and North Pennsylvania,	50,000 00	45 06	50,045 06	3,000 00	6
New York, Pennsylvania and Ohio,	113,589,608 25	670,327 83	114,259,936 08	3,566,565 15	5,6 and 7
New York, Susquehanna and Western,	8,552,000 00	. . . . .	8,552,000 00	460,186 67	4⅓,5 and 6
Nittany Valley,	75,000 00	14,338 23	89,338 23	4,500 00	6
Northern Central,	14,459,000 00	1,806,375 18	16,265,375 18	812,105 00	4½,5 and 6
North East Pennsylvania,	400,000 00	418,891 00	818,891 00	23,200 00	5 and 7
North Pennsylvania,	7,200,000 00	171,246 76	7,371,246 76	492,000 00	6 and 7
North and West Branch,	1,500,000 00	12,239 30	1,512,239 30	90,000 00	6
Ohio and Baltimore Short Line,	500,000 00	974,674 95	1,474,674 95	25,000 00	5
Ohio Connecting,	600,000 00	92,966 90	692,966 90	15,000 00	5
Ontario, Carbondale and Scranton,	1,500,000 00	475,740 82	1,975,740 82	75,000 00	5
Pennsylvania,	77,237,126 39	24,316,399 76	101,553,526 15	4,066,852 63	4,4½,5 and 6
Pennsylvania Company,	23,200,000 00	3,840,826 63	27,040,826 63	993,930 00	4½ and 6
Pennsylvania, Lehigh and Eastern,	. . . . .	15,740 69	15,740 69	. . . . .	. . . . .
Pennsylvania and New York Canal and Railroad,	10,000,000 00	45,969 13	10,045,969 13	530,000 00	4,5 and 7
Pennsylvania, Poughkeepsie and Boston,	2,327,368 16	845,435 37	3,172,803 53	132,816 48	4 and 6
Pennsylvania Schuylkill Valley,	6,800,000 00	820,991 61	7,620,991 61	337,500 00	5
Pennsylvania and North Western,	1,660,000 00	586 35	1,660,586 35	99,667 50	5,6 and 7
Peoples',	36,000 00	683 78	36,683 78	1,800 00	5
Perkiomen,	1,924,600 00	980,025 36	2,904,625 36	96,230 00	5
Perry County,	51,800 00	1,172 45	52,972 45	3,000 00	6
Philadelphia and Baltimore Central,	2,200,700 00	4,233 25	2,204,933 25	128,481 00	4½, 5 and 7

Philadelphia Belt Line,	. . . . .	7,440 18	7,440 18	. . . . .	. . . . .
Philadelphia and Chester Valley,	380,510 00	455 55	380,965 55	18,025 50	4 and 5
Philadelphia and Delaware County,	250,000 00	232 00	250,232 00	12,500 00	5
Philadelphia and Erie,	19,674,000 00	. . . . .	19,674,000 00	1,038,470 00	4, 5, 6 and 7
Philadelphia, Germantown and Chestnut Hill,	1,000,000 00	71,800 00	1,071,800 00	45,000 00	4½
Philadelphia, Harrisburg and Pittsburgh,	. . . . .	1,041,580 45	1,041,580 45	. . . . .	. . . . .
Philadelphia, Newtown and New York,	700,000 00	249,480 96	949,480 96	42,000 00	6
Philadelphia and Reading,	149,810,982 49	4,909,785 31	154,720,767 80	4,379,672 63	4, 4½, 5, 6 and 7
Philadelphia and Reading Terminal,	. . . . .	1,213,708 07	1,213,708 07	. . . . .	. . . . .
Philadelphia and Trenton,	. . . . .	1,666,597 05	1,666,597 05	. . . . .	. . . . .
Philadelphia, Wilmington and Baltimore,	5,527,598 33	1,476,059 20	7,003,657 53	247,115 90	4, 5 and 6
Pickering Valley,	332,300 00	520,690 97	852,990 97	23,261 00	7
Pine Creek,	3,622,000 00	391,370 38	4,013,370 38	218,010 00	6
Pittsburgh and Castle Shannon,	235,000 00	15,362 53	250,362 53	11,810 00	6
Pittsburgh, Chartiers and Youghiogheny,	627,000 00	156,976 37	783,976 37	37,620 00	6
Pittsburgh, Cincinnati, Chicago and St. Louis,	41,836,000 00	2,083,409 50	43,919,409 50	1,768,702 50	4½, 5, 6 and 7
Pittsburgh and Connellsville,	20,718,224 00	3,275,360 86	23,993,584 86	1,143,056 26	5, 6 and 7
Pittsburgh, Fort Wayne and Chicago,	12,410,000 00	661,431 91	13,071,431 91	868,700 00	7
Pittsburgh Junction,	1,440,000 00	440,807 15	1,880,807 15	86,400 00	6
Pittsburgh and Lake Erie,	3,182,737 49	1,183,761 90	4,366,499 39	184,166 21	5 and 6
Pittsburgh, McKeesport and Youghiogheny,	3,750,000 00	. . . . .	3,750,000 00	225,000 00	6
Pittsburgh and Northern,	. . . . .	49,013 38	49,013 38	. . . . .	. . . . .
Pittsburgh, Virginia and Charleston,	3,000,000 00	97,419 64	3,097,419 64	150,000 00	5
Pittsburgh and Western,	11,205,153 61	1,368,536 53	12,573,690 14	410,349 99	4, 6 and 7
Pittsburgh, Youngstown and Ashtabula,	3,372,000 00	. . . . .	3,372,000 00	189,800 00	5, 6 and 7
Pomeroy and Newark,	. . . . .	149,304 01	149,304 01	. . . . .	. . . . .
Reading and Columbia,	2,009,166 67	913,196 98	2,922,363 65	110,500 00	5 and 6
Reading, Marietta and Hanover,	. . . . .	82,587 11	82,587 11	. . . . .	. . . . .
Rew City and Eldred,	. . . . .	2,118 60	2,118 60	. . . . .	. . . . .
Ridgway and Clearfield,	491,000 00	. . . . .	491,000 00	24,550 00	5
River Front,	216,000 00	151,857 50	367,857 50	9,720 00	4½
Rupert and Bloomsburg,	. . . . .	12,707 11	12,707 11	. . . . .	. . . . .
Salisbury,	150,000 00	. . . . .	150,000 00	10,500 00	7
Schuylkill and Lehigh,	1,000,000 00	31,448 45	1,031,448 45	51,000 00	4½ and 6
Schuylkill River East Side,	4,500,000 00	. . . . .	4,500,000 00	225,000 00	5
Schuylkill River West Side,	. . . . .	1,359 10	1,359 10	. . . . .	. . . . .
Schuylkill Valley Navigation Railroad,	. . . . .	1,834 92	1,834 92	. . . . .	. . . . .
Shade Creek,	. . . . .	722 50	722 50	. . . . .	. . . . .
Shamokin, Sunbury and Lewisburg,	2,000,000 00	250 45	2,000,250 45	110,000 00	5 and 6
Shamokin Valley and Pottsville,	2,000,000 00	72,974 00	2,072,974 00	140,000 00	7
Sharon,	164,000 00	. . . . .	164,000 00	7,380 00	4½
Sharpsville,	. . . . .	115,493 27	115,493 27	. . . . .	. . . . .
Sinnemahoning Valley,	. . . . .	2,113 23	2,113 23	. . . . .	. . . . .

TABLE B—DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of current liabilities.	Total amount now of funded debt and current liabilities.	Amount of interest accrued during the year.	Rate per cent. per annum of interest.
Somerset County,	$6,000 00	. . . . .	$6,000 00	. . . . .	6
Somerset and Cambria,	754,500 00	. . . . .	754,500 00	$29,500 00	5 and 6
South Easton and Phillipsburg,	. . . . .	$7,899 12	7,899 12	. . . . .	. . . . .
South Fork,	. . . . .	23,750 49	23,750 49	. . . . .	. . . . .
South Mountain,	100,000 00	. . . . .	100,000 00	6,000 00	6
South Pennsylvania,	6,000,000 00	. . . . .	6,000,000 00	360,000 00	6
South-West Pennsylvania,	900,000 00	10,694 83	910,694 83	63,000 00	7
Southern Pennsylvania,	625,000 00	4,558 55	629,558 55	43,750 00	7
State Line and Sullivan,	300,000 00	. . . . .	300,000 00	16,800 00	6
Stony Creek,	350,000 00	507,554 53	857,554 53	24,500 00	7
Sunbury, Hazleton and Wilkes-Barre,	2,535,000 00	2,649 50	2,537,649 50	142,100 00	5 and 6
Sunbury and Lewistown,	500,000 00	. . . . .	500,000 00	35,000 00	7
Susquehanna and Clearfield,	285,000 00	70,492 68	355,492 68	14,250 00	5
Tioga,	789,500 00	. . . . .	789,500 00	50,475 00	5 and 7
Tionesta Valley,	. . . . .	60,178 95	60,178 95	. . . . .	. . . . .
Trenton Cut-off,	. . . . .	1,251,815 76	1,251,815 76	. . . . .	. . . . .
Tresckow,	. . . . .	141,017 40	141,017 40	. . . . .	. . . . .
Turtle Creek Valley,	. . . . .	104,920 50	104,920 50	. . . . .	. . . . .
Tyrone and Clearfield,	1,000,000 00	43,588 16	1,043,588 16	50,000 00	5
Union,	. . . . .	14,694 42	14,694 42	. . . . .	. . . . .
Waynesburg and Washington,	98,900 00	43,358 69	142,258 69	6,923 00	7
West Chester,	91,668 00	12,230 63	103,898 63	3,750 00	5
Western Maryland,	4,779,960 00	593,613 49	5,373,573 49	227,112 60	3½, 4 and 6
Western New York and Pennsylvania,	31,694,803 55	784,627 75	32,479,431 30	1,498,915 60	5 and 7
Western Pennsylvania,	4,225,000 00	36,004 47	4,261,004 47	194,360 00	4 and 6
Wheeling, Pittsburgh and Baltimore,	5,500,000 00	. . . . .	5,500,000 00	275,000 00	5
Wilcox,	. . . . .	591 46	591 46	. . . . .	. . . . .
Wilkes-Barre and Harvey's Lake,	. . . . .	152,316 08	152,316 08	. . . . .	. . . . .
Wilkes-Barre and Scranton,	500,000 00	. . . . .	500,000 00	22,500 00	4½

Wilkes-Barre and Western,	396,000 00	. . . . .	396,000 00	. . . . .	5
Williamsport and Clearfield,	230,000 00	. . . . .	230,000 00	. . . . .	6
Williamsport and North Branch,	389,500 00	9,172 19	398,672 19	22,740 00	6
Wilmington and Northern,	500,000 00	193,296 36	693,296 36	25,000 00	5
Wind Gap and Delaware,	. . . . .	113,038 70	113,038 70	. . . . .	. . . . .
York and Peach Bottom,	245,000 00	. . . . .	245,000 00	10,208 34	5
Totals,	$918,771,209 62	$99,485,833 90	$1,018,257,043 52	$42,528,820 81	. . . . .

TABLE C—COST OF ROAD AND EQUIPMENT.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1891.	Cost of additions for the year ending June 30, 1891.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Addison and Pennsylvania,	$1,331,051 74	. . . . .	$1,331,051 74	$13,531 76	$32,464 68	. . . . .
Allegheny and Kinzua,	. . . . .	. . . . .	1,008,545 44	8,545 44	. . . . .	. . . . .
Allegheny Valley,	21,683,452 77	$2,366,087 53	24,049,540 30	127,647 46	83,397 89	$9,100 34
Allentown,	1,085,747 94	. . . . .	1,085,747 94	. . . . .	. . . . .	. . . . .
Allentown Terminal,	959,402 07	. . . . .	959,402 07	134,460 95	282,926 00	. . . . .
Altoona and Wapsononock,	53,897 48	1,702 52	55,600 00	55,600 00	. . . . .	. . . . .
Arnot and Pine Creek,	258,350 74	. . . . .	258,350 74	. . . . .	21,838 61	. . . . .
Bald Eagle Valley,	1,879,137 78	. . . . .	1,879,137 78	25,586 75	20,722 74	. . . . .
Baltimore and Harrisburg,	. . . . .	. . . . .	1,452,609 70	14,791 98	. . . . .	. . . . .
Baltimore and Philadelphia,	9,840,000 00	20,953 83	9,860,953 83	. . . . .	175,401 07	373 50
Bangor and Portland,	378,679 12	99,310 00	477,989 12	22,671 21	11,648 08	3,054 75
Beaver and Elwood,	96,899 74	5,838 00	102.737 74	. . . . .	32,299 91	1,946 00
Bedford and Bridgeport,	2,300,309 75	. . . . .	2,300,309 75	. . . . .	46,782 78	. . . . .
Beech Creek,	. . . . .	. . . . .	10,000,000 00	2,746 66	. . . . .	. . . . .
Berlin,	50,425 09	. . . . .	50,425 09	312 99	6,303 14	. . . . .
Berlin Branch,	77,326 19	. . . . .	77,326 19	. . . . .	11,045 59	. . . . .

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1891.	Cost of additions for the year ending June 30, 1891.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Bloomsburg Belt,	$4,400 00		$4,400 00			
Bradford, Bordell and Kinzua,	522,747 59	$91,052 73	613,800 32		$13,294 70	$2,315 68
Bradford, Bordell and Smethport,	105,259 64	11,776 49	117,036 13	$13,349 29	10,289 31	1,151 17
Bradford, Eldred and Cuba,	554,822 57		554,822 57	350 00		
Brockport and Shawmut,	21,195 26		21,195 26		7,065 08	
Brockwayville and Punxsutawney,	250,000 00		250,000 00		10,000 00	
Buffalo, Bradford and Pittsburgh,	3,108,258 34		3,108,258 34	15,251 60	118,771 81	
Buffalo, Rochester and Pittsburgh,	16,630,902 23	3,139,551 23	19,770,453 46	1,028,112 45	62,941 01	11,881 88
Bustleton,	100,000 00		100,000 00		24,067 30	
Cambria and Clearfield,	582,721 05		582,721 05	72,480 00	19,969 88	
Catasaqua and Fogelsville,	576,700 72	135,150 00	711,850 72	980 61		
Catawissa,			6,206,668 08			
Chambersburg and Gettysburg,	148,266 37	4,800 00	153,066 37			
Chartiers,	1,121,762 17		1,121,762 17		49,286 56	
Chester Creek,	457,100 00		457,100 00		68,326 00	
Chester and Delaware River,	251,981 84		251,981 84		33,155 51	
City and Park,	1,191 43		1,191 43			
Clarion River,	46,572 90	4,205 25	50,778 15	50,778 15		
Cleveland and Pittsburgh,	14,311,062 94	3,640,697 67	17,951,760 61	100,680 54	72,154 20	18,355 85
Colebrookdale,	672,341 93		672,341 93			
Columbia and Port Deposit,	2,403,248 46		2,403,248 46	3,248 46	60,337 64	
Connecting,	3,252,248 61		3,252,248 61	55,467 77		
Corning, Cowanesque and Antrim,	3,250,000 00	1,726,137 70	4,976,137 70		38,235 20	7,408 31
Cornwall,	677,734 00	189,277 51	867,011 51	12,980 82	23,880 68	6,669 40
Cornwall and Lebanon,	1,350,761 42	177,655 03	1,528,416 45	124,200 12		
Confluence and Oakland,	230,053 13		230,053 13	53 13	11,677 83	
Coudersport and Port Allegany,	202,518 00	60,900 00	263,418 00		13,225 00	
Cresson, Clearfield County and New York Short Route,	1,819,982 19	29,939 77	1,849,841 96	15,370 26		

Cumberland Valley,			2,042,428 72	23,012 20		
Danville and Shamokin,	26,710 00		26,710 00			
Dauphin and Berks,	100,000 00		100,000 00			
Delaware and Hudson Canal Company's Railroad,	3,985,679 57	1,794,087 14	5,779,766 71	56,837 99	53,284 49	15,103 01
Delaware, Lackawanna and Western,	17,275,156 16	10,329,074 80	27,604,230 96	449,020 15	81,741 06	48,874 20
Delaware River and Lancaster,	546,550 00	3,006 00	549,556 00	549,556 00		
Delaware, Susquehanna and Schuylkill,	524,669 66	28,651 55	553,321 21	414,725 10		
Dillsburg and Mechanicsburg,	212,842 92		212,842 92		27,641 94	
Downingtown and Lancaster,	706,761 78		706,761 78	35,373 38	18,608 78	
Dunkirk, Allegheny Valley and Pittsburgh,	4,278,531 67	262,725 00	4,541,256 67		47,224 41	2,899 83
East Broad Top,	943,943 00	188,159 54	1,132,102 54	6,520 46	30,449 78	6,069 66
East Mahanoy,	497,792 68		497,792 68			
East Pennsylvania,	1,905,586 01		1,905,586 01			
Edgewood,	19,532 64	2,000 00	21,532 64			
Elmira and Williamsport,	2,218,000 00	352,000 00	2,570,000 00		29,377 48	4,662 25
Emporium and Rich Valley,	8,560 32		8,560 32	8,560 32		
Erie and Pittsburgh,	3,180,937 26	1,895,725 18	5,076,662 44		37,657 59	22,442 59
Erie and Wyoming Valley,	5,338,249 77	112,546 99	5,450,796 76	1,600 08		
Falls Creek,	27,196 89	2,299 74	29,496 63	206 00	9,065 63	9,832 21
Ferney Mountain,	27,000 00	4,500 00	31,500 00			
Gettysburg and Harrisburg,	526,494 03	49,663 64	576,157 67			
Grassy Island,	9,703 70		9,703 70	136 98	9,703 70	
Greenlick Narrow Gauge,			37,270 70	273 43		
Hanover and York,	371,826 48		371,826 48		20,263 02	
Harrisburg and Bedford,	6,948 93		6,948 93			
Harrisburg, Portsmouth. Mt. Joy and Lancaster,	1,881,210 09		1,881,210 09		35,005 77	
Huntingdon and Broad Top Mountain,			5,796,670 57	99,251 40		
Ironton,			200,000 00		22,222 22	
Jamestown and Franklin,	2,631,864 82		2,631,864 82		51,696 42	
Jefferson,	6,572,785 35		6,572,785 35		146,517 73	
Johnsonburg,	400,781 59		400,781 59		20,354 57	
Johnsonburg and Bradford,	46,285 78		46,285 78	61 23		
Junction,	1,034,829 40		1,034,829 40		290,682 41	
Kensington and Tacony,	214,987 71		214,987 71	68,472 72	94,292 85	
Kettle Creek,	2,322 04		2,322 04			
Kinzua Creek and Kane,	46,401 24	19,188 15	65,589 39	8,593 76		
Kinzua Hemlock,	43,400 15	929 69	44,329 84			
Kinzua Valley,			35,411 57			
Lackawanna and Montrose,	39,372 72		39,372 72			
Lake Shore and Michigan Southern,	66,700,000 00	17,300,000 00	84,000,000 00		77,634 87	11,970 00

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1891.	Cost of additions for the year ending June 30, 1891.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Lebanon and Reading,	$8,529 52	. . . . .	$8,529 52	. . . . .	$284 31	. . . . .
Lehigh and Lackawanna,	972,021 94	. . . . .	972,021 94	. . . . .	38,665 33	. . . . .
Lehigh and Susquehanna,	14,931,907 97	. . . . .	14,931,907 97	. . . . .	141,938 88	. . . . .
Lehigh Valley,	17,499,155 34	$20,705,111 94	38,204,267 28	$1,404,436 18	. . . . .	. . . . .
Lewisburg and Tyrone,	1,566,287 94	. . . . .	1,566,287 94	. . . . .	18,461 66	. . . . .
Ligonier Valley,	. . . . .	. . . . .	265,705 73	11,096 80	. . . . .	. . . . .
Little Saw Mill Run,	194,709 46	159,637 14	354,346 60	3,066 85	64,903 15	53,212 38
Little Schuylkill Navigation,	74,850 00	. . . . .	74,850 00	. . . . .	8,043 38	. . . . .
Loyalsock,	213,588 91	. . . . .	213,588 91	59,391 69	10,902 85	. . . . .
Lykens Valley,	578,767 24	17,000 00	595,767 24	. . . . .	29,379 04	. . . . .
McKeesport,	874 82	. . . . .	874 82	. . . . .	437 41	. . . . .
McKeesport and Bessemer,	441,207 54	. . . . .	441,207 54	423,705 51	. . . . .	. . . . .
McKeesport Connecting,	33,211 28	12,391 62	45,602 90	. . . . .	. . . . .	. . . . .
Mahoning Valley,	47,624 24	111,555 72	159,179 96	159,179 96	15,412 32	36,102 16
Martin's Creek,	30,000 00	. . . . .	30,000 00	. . . . .	200,000 00	. . . . .
Middletown and Hummelstown,	121,820 88	. . . . .	121,820 88	121,820 88	. . . . .	. . . . .
Mifflin and Centre County,	365,939 39	. . . . .	365,939 39	. . . . .	29,727 00	. . . . .
Mill Creek and Mine Hill,	323,045 00	. . . . .	323,045 00	. . . . .	85,000 00	. . . . .
Mine Hill and Schuylkill Haven,	128,336 30	. . . . .	128,336 30	. . . . .	. . . . .	. . . . .
Monongahela Connecting,	669,810 94	36,212 25	706,023 19	23,994 81	. . . . .	. . . . .
Mont Alto,	218,204 75	16,795 25	235,000 00	. . . . .	10,970 57	844 41
Montour,	3,061 82	7,560 79	10,622 61	. . . . .	. . . . .	. . . . .
Montrose,	332,661 18	41,308 13	373,969 31	. . . . .	11,880 75	1,475 29
Mount Carbon and Port Carbon,	282,815 45	. . . . .	282,815 45	. . . . .	113,126 18	. . . . .
Mount Jewett, Kinzua and Riterville,	51,529 35	14,511 07	66,040 42	24,895 38	. . . . .	. . . . .
Mount Penn Gravity,	101,122 03	31,660 28	132,782 31	16,223 68	13,518 98	4,232 65
Mount Pleasant and Broad Ford,	203,167 81	. . . . .	203,167 81	1,103 41	20,945 14	. . . . .
Mount Pleasant and Latrobe,	13,030 34	. . . . .	13,030 34	. . . . .	. . . . .	. . . . .
Nescopec,	460,395 28	. . . . .	460,395 28	. . . . .	38,494 58	. . . . .

Nesquehoning Valley,	1,418,756 35		1,418,756 35		85,159 45	
Neversink Mountain,	138,206 93	43,346 12	181,553 05	18,633 13	16,259 64	5,099 54
New Castle and Beaver Valley,	877,059 84		877,059 84		58,548 00	
New Castle and Shenango Valley,	540,893 40		540,893 40	2,326 78		
New York, Lake Erie and Western,	154,963,751 76	6,657,340 68	161,621,092 44	475,169 01		
New York, Lake Erie and Western Coal,	2,067,292 44		2,067,292 44	10,990 63	48,031 89	
New York, Chicago and St. Louis,	46,240,575 57	3,616,721 50	49,857,297 07	17,099 31	92,010 06	7,196 59
New York and North Pennsylvania,	100,000 00		100,000 00		20,000 00	
New York, Pennsylvania and Ohio,	159,740,656 62	15,315 66	159,755,972 28	2,591,928 55	283,499 55	27 18
New York, Philadelphia and Chicago,	5,037 85		5,037 85	5,037 85		
New York, Susquehanna and Western,	26,755,421 30	1,982,571 90	28,737,993 20	240,558 61	198,732 98	14,726 08
Nittany Valley,	162,415 45	14,573 83	176,989 28	36 96	28,899 55	2,593 21
Northern Central,	14,791,598 00	4,440,476 60	19,232,074 60	437,104 31	107,185 49	32,177 37
North East Pennsylvania,	677,249 11		677,249 11	259,089 64		
North Pennsylvania,	10,317,899 28	1,750,935 65	12,068,834 93	85,717 52	49,629 14	8,422 01
North and West Branch,	3,317,526 95		3,317,526 95	10,626 75	69,375 30	
Ohio and Baltimore Short Line,	1,532,986 93		1,532,986 93	11,373 35	189,751 47	
Ohio Connecting,	1,318,759 15		1,318,759 15	376,420 64	403,290 22	
Oil City and Ridgway,	71,427 43		71,427 43		11,905 00	
Ontario, Carbondale and Scranton,	3,494,985 94		3,494,985 94	513,601 18	65,132 05	
Pennsylvania,	63,404,252 91	30,599,063 86	94,003,316 77	5,268,028 91	129,335 73	62,417 77
Pennsylvania Company,	1,480,506 32	4,763,138 11	6,243,644 43	479,344 86		
Pennsylvania, Lehigh and Eastern,	193,048 69		193,048 69	4,546 73		
Pennsylvania and Midland,	25,000 00		25,000 00	25,000 00	500 00	
Pennsylvania and New York Canal and Railroad,	8,089,040 13		8,089,040 13	36,714 86		
Pennsylvania, Poughkeepsie and Boston,	3,850,452 26	506,910 00	4,357,362 26	575,734 93	79,276 34	10,436 69
Pennsylvania Schuylkill Valley,	13,831,908 28		13,831,908 28	224,941 93	115,083 68	
Pennsylvania and Western,	100,000 00		100,000 00			
Pennsylvania and Northwestern,	3,456,767 45	228,385 10	3,685,152 55	243,915 09		
Penn Gas Coal Company's Railroad,	347,148 62	30,738 62	377,887 24			
People's,	93,754 34	27,287 29	121,041 63			
Perkiomen,	2,084,959 25	4,257 03	2,089,216 28		54,154 79	110 57
Perry County,	128,556 89	6,565 00	135,121 89	120,400 00	12,283 80	
Philadelphia and Baltimore Central,	3,992,167 68	92,186 46	4,084,354 14		54,182 00	1,251 00
Philadelphia Belt Line,	24,338 35		24,338 35	12,005 68		
Philadelphia and Chester Valley,	1,086,372 65		1,086,372 65			
Philadelphia and Delaware County,	500,000 00		500,000 00		22,421 52	
Philadelphia and Erie,	30,093,954 43		30,093,954 43	191,605 67	104,652 78	
Philadelphia, Germantown and Chestnut Hill,	2,000,000 00		2,000,000 00		296,296 28	
Philadelphia, Germantown and Norristown,	1,914,367 52	367,988 09	2,282,355 61		65,448 46	12,580 79

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1891.	Cost of additions for the year ending June 30, 1891.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Philadelphia and Lehigh Valley,	$22,184 90		$22,184 90		$554 62	
Philadelphia, Harrisburg and Pittsburgh,	3,039,633 70		3,039,633 70			
Philadelphia, Newtown and New York,	1,900,000 00		1,900,000 00	$24,536 34	96,909 00	
Philadelphia and Reading,	85,067,382 41	$16,951,514 80	102,018,897 21	3,893,089 97		
Philadelphia and Reading Terminal,	1,239,473 75		1,239,473 75	1,056,231 82		
Philadelphia and Trenton,	3,524,595 05		3,524,595 05	75,623 30		
Philadelphia, Wilmington and Baltimore,			16,157,349 81	1,109,651 00		
Pickering Valley,	481,399 08		481,399 08			
Pine Creek,	4,637,379 61		4,637,379 61		61,997 05	
Pittsburgh and Castle Shannon,	325,765 96	25,542 00	351,307 96	35,767 01	50,125 00	$4,000 00
Pittsburgh, Chartiers and Youghiogheny,	947,516 05	243,959 65	1,191,475 70	20,729 88	43,664 33	11,196 25
Pittsburgh, Cincinnati, Chicago and St. Louis,			84,974,584 95	998,843 85	78,315 42	
Pittsburgh and Connellsville,	14,885,010 08	1,734,714 53	16,619,724 61	107,213 28	101,465 64	11,824 91
Pittsburgh, Ft. Wayne and Chicago,	34,453,987 43	10,199,591 14	44,653,578 57	988,657 42	73,306 35	21,701 26
Pittsburgh Junction,	3,175,472 88	20,126 12	3,195,599 00	61,598 80	884,805 02	3,072 69
Pittsburgh and Lake Erie,	6,557,397 57	2,371,268 49	8,928,666 06	829,678 93	92,448 86	33,431 10
Pittsburgh and Mansfield,	2,520 00		2,520 00		504 00	
Pittsburgh, McKeesport and Youghiogheny	7,326,603 21	383,046 79	7,709,650 00	1,300,000 00	79,129 53	5,893 02
Pittsburgh, Virginia and Charleston,	5,798,780 71		5,798,780 71	235,710 77	79,961 13	
Pittsburgh and Western,	942,857 12	1,679,362 62	2,622,219 74	212,248 92		
Pittsburgh, Youngstown and Ashtabula,	6,107,961 38	568,428 21	6,676,389 59	545,085 37	48,797 33	4,541 25
Pomeroy and Newark,	502,056 25		502,056 25		18,803 60	
Reading and Columbia,	2,197,332 78	245,241 18	2,442,573 96	1,985 12		
Reading, Marietta and Hanover,	332,587 11		332,587 11			
Rew City and Eldred,	108,899 37	4,219 23	113,118 60	31 20	8,955 54	337 54
Ridgway and Clearfield,	985,469 80		985,469 80		36,190 60	
River Front,	592,681 70		592,681 70		153,544 48	
Rochester, Beaver Falls and Western,	48,125 76		48,125 76			

Rupert and Bloomsburg,	55,767 57		55,767 57	644 75			
Salisbury,	260,523 44	9,724 50	270,247 94	3,707 70	22,266 96	831 15	
Schuylkill and Lehigh,	1,063,800 32		1,063,800 32				
Schuylkill River, East Side,	9,000,000 00		9,000,000 00				
Schuylkill River, West Side,	2,859 10		2,859 10				
Schuylkill Valley Navigation Railroad,	576,840 94		576,840 94		52,440 00		
Shade Creek,	4,580 59	3,050 00	7,630 59	7,630 59			
Shamokin, Sunbury and Lewisburg,	3,048,261 62		3,048,261 62				
Shamokin Valley and Pottsville,	2,876,150 00		2,876,150 00		96,354 93		
Sharon,	617,345 20		617,345 20	15,028 57	25,820 00		
Sharpsville,	423,340 24	26,856 19	450,196 43		18,790 07	1,192 02	
Shenango Valley,	127,787 33		127,787 33		65,531 96		
Sinnemahoning Valley,	90,000 00		90,000 00		7,358 95		
Slate Run,	75,777 52	10,664 69	86,442 21		5,051 83	710 97	
Slatington,	1,733 29		1,733 29	3 60			
Somerset County,			74,300 00				
Somerset and Cambria,	1,335,465 84		1,335,465 84	548 65	29,667 02		
South Easton and Phillipsburg,	82,899 12		82,899 12				
South Fork,	26,550 49		26,550 49	26,550 49			
South Mountain,	345,125 12	45,639 29	390,764 41				
Southwest Pennsylvania,	2,418,411 18		2,418,411 18	118,041 17	22,436 32		
Southern Pennsylvania,	1,425,000 00		1,425,000 00				
State Line (Genessee Fork, Pa.),	3,088 40		3,088 40				
State Line (Pittsburgh),	183,398 49		183,398 49	24,617 37	53,940 73		
State Line and Sullivan,	1,207,851 48	38,500 00	1,246,351 48				
Stewart,	7,114 20		7,114 20				
Stewartstown,	68,899 17	7,168 48	76,067 65				
Stony Creek,	545,866 28	397 34	546,263 62	2,158 74	52,996 73	38 58	
Sunbury, Hazleton and Wilkes-Barre,	3,535,109 96		3,535,109 96		81,379 13		
Sunbury and Lewistown,	1,100,000 00		1,100,000 00				
Susquehanna and Clearfield,	570,912 55		570,912 55		22,928 25		
Tioga,	1,474,521 93		1,474,521 93		31,785 34		
Tionesta Valley,	167,649 78	76,577 90	244,227 68	6,796 81			
Tipton,	43,250 00		43,250 00		9,740 99		
Trenton Cut-off,	1,251,815 76		1,251,815 76	784,752 58	79,733 48		
Tresckow,	271,017 40		271,017 40	3,639 00	35,848 80		
Trout Run,	36,475 00	1,665 00	38,140 00	2,900 00			
Turtle Creek Valley,	204,920 50		204,920 50	11,933 37			
Tyrone and Clearfield,	2,019,930 25		2,019,930 25	60,255 60	17,336 96		
Union,	17,093 01		17,093 01				
Ursina and North Fork,	30,000 00		30,000 00				
Warren and Farnsworth,	125,413 90	45,855 93	171,269 83	1,353 18	8,212 00	3,005 00	
Waynesburg and Washington,	201,722 59	52,233 16	253,955 75		7,165 99	1,855 53	

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1891.	Cost of additions for the year ending June 30, 1891.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
West Chester,	$281,724 38	. . . . .	$281,724 38	$441 67	$56,344 88	. . . . .
West Chester and Phœnixville,	21,435 56	. . . . .	21,435 56	1,213 33	. . . . .	. . . . .
Western Maryland,	5,396,801 80	. . . . .	5,396,801 80	22,395 94	59,964 46	. . . . .
Western New York and Pennsylvania,	58,757,641 89	$3,749,994 98	62,507,636 87	1,006,898 16	92,822 61	$5,924 07
Western Pennsylvania,	6,288,025 73	. . . . .	6,288,025 73	. . . . .	54,207 12	. . . . .
Wheeling, Pittsburgh and Baltimore,	7,112,313 13	. . . . .	7,112,313 13	39,284 33	108,089 86	. . . . .
Wilcox,	21,625 60	. . . . .	21,625 60	. . . . .	8,160 60	. . . . .
Wilcox and Rocky Run,	19,777 53	5,813 93	25,591 46	. . . . .	3,042 69	894 45
Wilkes-Barre and Harvey's Lake,	302,316 08	. . . . .	302,316 08	50,259 44	21,938 76	. . . . .
Wilkes-Barre and Scranton,	855,340 54	. . . . .	855,340 54	51,018 22	221,018 22	. . . . .
Wilkes-Barre and Western,	862,000 00	. . . . .	862,000 00	. . . . .	. . . . .	. . . . .
Williamsport and North Branch,	1,101,216 13	22,078 20	1,123,294 33	. . . . .	40,785 78	817 71
Wilmington and Northern,	1,992,457 87	333,224 88	2,325,682 75	56,690 51	22,536 55	3,769 08
Wind Gap and Delaware,	163,038 70	. . . . .	163,038 70	. . . . .	15,040 45	. . . . .
York and Peach Bottom,	513,839 25	77,602 13	591,441 38	. . . . .	12,845 98	1,940 05
Youghiogheny Connecting,	572 97	. . . . .	572 97	572 97	. . . . .	. . . . .
Youghiogheny Northern,	400,000 00	. . . . .	400,000 00	. . . . .	. . . . .	. . . . .
Totals,	$1,126,315,590 73	$159,285,199 73	$1,413,852,335 73	$31,904,287 35	. . . . .	. . . . .

TABLE D—MILEAGE.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks in Pennsylvania, including yard tracks, sidings and spurs.	Miles of steel rail on lines owned and operated.	Miles of iron rail on lines owned and operated.	Length of telegraph lines in Pennsylvania.	Number of miles of telegraph wire in Pennsylvania.
Addison and Pennsylvania,	41.00		5.00	46.00	35.50		37.99	28.50	21.01	39.50	43.50
Allegheny and Kinzua,	37.00	6.00		43.00	30.00		30.00				
Allegheny Valley,	242.20	18.10		260.30	260.30		403.45	290.34	113.11	252.00	386.00
Allentown,	4.50			4 50	4.50		4.80		4.80		
Allentown Terminal,	3.39			3.39	3.39		3.39				
Altoona and Wapsononock,	8.00			8.00	8.00	8.00	8.33	8.33			
Arnot and Pine Creek,	11.83			11.83	11.83		13.61	2.45	11.16		
Bald Eagle Valley,	51.20	39.48		90.68	90.68	4.78	108.93	94.99	13.94	80.75	80.75
Baltimore and Cumberland Valley,	4.55			4.55	4.55		5.78	4.55	1 23		
Baltimore and Cumberland Valley Extension,	26.52			26.52	26.52		28.76	26.52	2.24		
Baltimore and Harrisburg,	58.70	7.30	15.00	81.00	67.60		73.11	64.90	23.63		
Baltimore and Harrisburg Western Extension,	15.00			15.00	15.00		15.72	15.00	.72		
Baltimore and Philadelphia,	36.08	19.03		56.11	17.07		39.09	87.01	23.01		
Bangor and Portland,	27.97	4.54	8.00	40.51	40.51		50.51	40.51	10.00		
Barclay Coal Company's Railroad	14.02			14.02	14.02		14.02			14.02	14.02
Beaver and Elwood,	3.00			3.00	3.00	3.75	3.75	3.00	.75		
Bedford and Bridgeport,	38.70	10.47		49.17	49.17		57.68				
Beech Creek,	104.27	28.35	15.80	148.42	148.42	4.66	194.79	192.18	2.61	115.00	255.10
Berlin,	8.00			8.00	8.00		8.93	.33	8.60		
Berlin Branch,	7.00			7.00	7.00		7.00				
Bradford,	14.75										
Bradford, Bordell and Kinzua,	15.00	1.93	32.89	49.82	49.82		57 69			49.82	49.82
Bradford, Bordell and Smethport,	10.23			10.23	10.23		12.44	10.23	2.21		
Bradford, Eldred and Cuba,	4.31		29.98	34.29	5.74		5.74	2.10	33.16	5.74	5.74
Brockport and Shawmut,	3.00			3.00	3.00		4.00	2.25	1.75		
Brockwayville and Punxsutawney,	25.00			25.00	25.00		25.00	25.00			
Buffalo, Bradford and Pittsburgh,	26.17			26.17	18.17	.55	29.76	42.70			
Buffalo, Rochester and Pittsburgh,	215.65	11.56	77.25	304.46	122.26	9.36	152.33	351.69	38.28	113.95	155.06
Buffalo Run, Bellefonte and Bald Eagle,	27.56			27.56	27.56		27.56	27.56			
Bustleton,	4.16			4.16	4.16	.09	5.52	5.04	.48	4.16	8.32
Cambria and Clearfield,	9.45	19.73		29.18	29.18	.09	35.43	35.43		15.46	15.46
Catasaqua and Fogelsville,	27.30			27.30	27.30	.10	31.70	16.00	15.70		
Catawissa,	94.09			94.09	94.09		145.02				
Chambersburg and Gettysburg,	10.50			10.50	10.50		10.50	10.50			
Chartiers,	23.48			23.48	23.48		29.97	28.09	1.88		
Cherry Grove,	11.00			11.00	11.00		11.00				
Chester Creek,	6.69			6.69	6.69		9.04	6.69	2.35		
Chester and Delaware River,	4.40			4.40	4.40		7.60	.10	7.50		

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks in Pennsylvania, including yard tracks, sidings and spurs.	Miles of steel rail on lines owned and operated.	Miles of iron rail on lines owned and operated.	Length of telegraph lines in Pennsylvania.	Number of miles of telegraph wire in Pennsylvania.
City and Park,	2.60			2.60	2.60		2.60				
Clarion River,	7.00			7.00	7.00		7.00	7.00			
Cleveland and Pittsburgh,	198.34		25.64	223.98	40.57		50.39	309.26	38.81	57.90	60.00
Colebrookdale,	12.80			12.80	12.80		15.70	6.20	9.50		
Columbia and Port Deposit,	39.83			39.83	28.97		54.29	39.83	8.00	28.97	57.94
Connecting,	6.75			6.75	6.75		43.70	42.43	1.27	6.75	77.86
Corning, Cowanesque and Antrim,	86.30	7.20		93.50	78.50	1.50	89.60	119.20	20.10	38.00	76.00
Cornwall,	12.67			12.67	12.67		28.38	21.39	6.99		
Cornwall and Lebanon,	21.66	2.46		24.12	24.12		45.09	45.09		22.00	38.00
Confluence and Oakland,	19.70			19 70	12 80		12.80	19.70			
Coudersport and Pine Creek,	5.00			5.00	5.00		5.00				
Coudersport and Port Allegany,	17.00		5.00	22.00	22.00		26.00	26.00		17.00	17.00
Cresson, Clearfield County and New York Short Route,	27.05	2.22		29.27	29.27		32.72	32.72		27.05	27.05
Cumberland Valley,	82.18		62.75	144.93	97.30		106.96	138.09	61.71	12.00	
Delaware and Hudson Canal Co.'s Railroad,	38.78	1.80	61.38	101.96	84.31		327.21	293.31	60.11	132.00	253.00
Delaware, Lackawanna and Western,	114.61	96.73	576.95	788.29	217.75	7.40	557.47	1,584.01	257.92		162.69
Delaware River and Lancaster,	11.07			11.07	11.07		12.10	12.10			
Delaware, Susquehanna and Schuylkill,	29.25			29.25	29.25	29.25	29.25				
Dillsburg and Mechanicsburg,	7.70			7.70	7.70		7.70	5.20	2.50		
Downingtown and Lancaster,	37.98			37.98	37.98	9.87	40.46	29.82	10.64	39.01	39.01
Dunkirk, Allegheny Valley and Pittsburgh,	90.06			90.06	48.03		58.00	90.06	15.05	48.03	96.06
East Broad Top,	31.00		13.52	44.52	44.52		53.44	44.52	8.92	30.00	30.00
East Mahanoy,	14.10			14.10	14.10		23.50	23.50			
East Pennsylvania,	36.00			36.00	36.00		71.50	43.70	27.80		
Ebensburg and Cresson,	11.00			11.00	11.00		11.00				
Edgewood,	1.00	.06		1.06	1.06		1.06		1.06		
Elmira and Williamsport,	75.05			75.05	69.00		69.00				
Ellwood Short Line,	3.20			3.20	3.20		3.20	3.20			
Erie and Pittsburgh,	84.47			84.47	84.47		125.12	92.23	32.89	81.00	195.04
Erie and Wyoming Valley,	48.00	13.00	1.25	62.25	62.25		89.25	62.25	27.00	45.00	45.00
Falls Creek,	3.00			3 00	3.00		3.00	2.00	1.00		
Ferney Mountain,	9.00			9.00	9.00		9.00				
Gettysburg and Harrisburg,	25.20			25.20	25.20		27.20	3.20	22.20	31.60	31.60
Grassy Island,	1.00			1.00	1.00		1.00				
Greenlick Narrow Gauge,	4.00			4.00	4.00		4.00				
Hanover and York,	18.35			18.35	18.35		20.59	18.40	2.19	18.60	37.20
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	35.59	18.15		53.74	53.74		128.98	125.43	3.55	28.14	330.92

Huntingdon and Broad Top Mountain	45.00	19.02		64.02	64.02		82.02			53.00	58.00
Ironton	9.00			9.00	9.00		12.00	6.25	5.75		
Jamestown and Franklin	50.91	2.53		53.44	53.44		71.12	65.12	6.00		
Jefferson	36.65	8.21		44.86	44.86		96.76	96.76		39.00	39.00
Johnsonburg	19.69			19.69	19.69		24.83	24.83		20.00	20.00
Johnsonburg and Bradford	42.00			42.00	42.00		42.00				
Jones Lake	1.25			1.25	1.25		1.25				
Junction	3.56			3.56	3.56		9.54	8.76	.78	1.67	15.73
Kendall and Eldred	18.28										
Kensington and Tacony	2.28			2.28	2.28		3.63	3.38	.25		
Kinzua	14.04										
Kinzua Creek and Kane	12.50			12.50	12.50		12.50	12.50			
Kinzua Hemlock	8.50										
Kinzua Valley	2.00			2.00	2.00		2.00				
Lancaster and Reading Narrow Gauge	15.50			15.50	15.50		15.50				
Lake Shore and Michigan Southern	540.49	582.14	322.65	1,445.28	102.49		196.48	2,189.62	250.36	150.00	220.60
Lebanon and Reading	30.00										
Lehigh and Lackawanna	25.10			25.10	25.10		25.10				
Lehigh and Susquehanna	105.33	61.90		167.23	167.23		167.23				
Lehigh Valley	99.79	214.64	554.37	868.80	523.88		1,216.87	1,622.40	243.43		
Lewisburg and Tyrone	20.14	64.94		85.08	85.08		94.70	55.87	38.83	81.65	85.89
Ligonier Valley	10.50			10.50	10.50		14.10	14.10		10.50	21.00
Little Saw Mill Run	3.00			3.00	3.00		4.50	3.00	1.50		
Little Schuylkill Navigation	31.10		14.10	45.20	45.20		45.20				
Littlestown	9.30			9.30	9.30		10.06	5.39	4.67	9.30	18.60
Loyalsock	17.82	1.77		19.59	19.59	4.41	25.49	22.54	2.95		
Lykens Valley	19.70			19.70	19.70		19.70		19.70		
McKean and Buffalo	22.15										
McKeesport	2.00										
McKeesport and Bessemer	1.50										
Mahoning Valley	1.89		8.07	9.96	9.96		11.16				
Martin's Creek	.15			.15	.15		.15	.15			
Meadville and Linesville	20.50			20.50	20.50		20.50	3.50	17.00	20.50	
Middletown and Hummelstown	6.60			6.60	6.60	8.10	8.10	6.50	1.60		
Mifflin and Centre County	12.31			12.31	12.31		18.89	9.95	8.94	6.60	13.10
Mill Creek and Mine Hill	3.80			3.80	3.80		3.80				
Mine Hill and Schuylkill Haven	25.90			25.90	25.90		122.70				
Monongahela Connecting	.90	2.23		3.13	3.13		5.02				
Mont Alto	17.89			17.89	17.89		17.89			19.25	20.50
Montour	11.00			11.00	11.00		11.50	11.50			
Montrose	28.00			28.00	28.00		28.00		28.00		
Mount Carbon and Port Carbon	2.50			2.50	2.50		2.50				
Mount Jewett, Kinzua and Wrightsville	5.00	2.00		7.00	7.00	2.00	7.00				
Mount Penn Gravity	7.48			7.48	7.48		7.74	7.74			
Mount Pleasant and Broadford	9.70			9.70	9.70		12.33	10.87	1.46		
Nescopec	11.96			11.96	11.96		14.24	14.22	.02	12.00	24.00
Nesquehoning Valley	16.66			16.66	16.66		16.66				
Neversink Mountain	8.50			8.50	8.50		8.50				
New Castle and Beaver Valley	14.98			14.98	14.98		24.32	19.60	4.72		
New Castle and Butler	2.50			2.50	2.50		2.50				
New Castle and Shenango Valley	16.20			16.20	16.20		19.00	19.00			
Newport and Sherman's Valley	16.00			16.00	16.00		16.00	16.00			
New York, Lake Erie and Western	446.63	105.65	543.37	1,095.65	179.94		346.77	2,155.20	79.78	160.00	362.00
New York, Lake Erie and Western Coal	29.92	22.37		52.29	52.29		87.52	73.42	14.10	48.42	48.42
New York, Lackawanna and Western	6.41			6.41	6.41		12.82	12.82			
New York, Chicago and St. Louis	502.56		20.46	523.02	43.98	9.06	56.07	659.47	36.88		
New York and North Pennsylvania	5.00			5.00	5.00		5.50	1.50	4.00		

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks in Pennsylvania, including yard tracks, sidings and spurs.	Miles of steel rail on lines owned and operated.	Miles of iron rail on lines owned and operated.	Length of telegraph lines in Pennsylvania.	Number of miles of telegraph wire in Pennsylvania.
New York, Pennsylvania and Ohio.	596.54			596.54	160.73	6.15	224.85	923.95	17.34	347.00	
New York, Susquehanna and Western.	101.30	33.33	32.65	157.28	16.28		21.46	176.63	38.05		
Nittany Valley.	4.75			4.75	4.75		7.62	7.62			
Northern Central.	136.82	8.59	227.42	372.83	222.51	8.72	390.91	589.35	84.23	101.79	302.28
North East Pennsylvania.	25.60			25.60	25.60	16.10	27.90	27.00	.90		
North Pennsylvania.	162.70	45.20		207.90	207.90		207.90				
North and West Branch.	43.13	4.69		47.82	47.82		79.63	74.42	5.21	42.69	130.43
Ohio and Baltimore Short Line.	5.60	2.50		8.10	8.10		9.10	4.40	4.70		
Ohio Connecting.	2.75	.52		3.27	3.27		4.58	4.58			
Oil City and Ridgway.	6.00			6.00	6.00		6.00				
Olean, Bradford and Warren.	10.11										
Ontario, Carbondale and Scranton.	53.66			53.66	50.75		63.68	63.68		50.75	102.28
Pennsylvania.	329.65	160.58	1,991.91	2,482.14	2,036.71	82.18	4,049.71	4,449.05	570.57	462.01	3,851.54
Pennsylvania Company.			1,148.33								
Pennsylvania, Lehigh and Eastern.	106.00										
Pennsylvania and New York Canal and Railroad.	96.68	14.86		111.54	111.54		350.10	315.35	34.75	147.00	540.00
Pennsylvania Poughkeepsie and Boston.	47.77	.80	47.27	95.84	33.02		41.08	95.04	14.22		
Pennsylvania Schuylkill Valley.	101.30	18.89		120.19	120.19	1.28	200.88	200.54	.34	118.70	259.00
Pennsylvania and North Western.	65.29	8.53		73.82	73.82	1.45	109.19	109.19		62.19	124.38
Penn Gas Coal Company's Railroad.	10.00			10.00	10.00		15.00	12.00	3.00	10.00	10.00
People's.	4.61			4.61	4.61		4.61				
Perkiomen.	38.50			38.50	38.50		48.05	32.32	15.73		
Perry County.	11.10			11.10	11.10		11.10	11.10			
Philadelphia and Baltimore Central.	62.62	11.06		73.68	64.35		93.93	87.31	17.32		
Philadelphia and Chester Valley.	21.50			21.50	21.50		24.70	16.20	8.50		
Philadelphia and Delaware County.	22.30										
Philadelphia and Erie.	287.56			287.56	287.56		537.04	503.67	33.37	289.59	1,076.47
Philadelphia, Germantown and Chestnut Hill.	6.75			6.75	6.75		17.36	16.74	.62	6.75	28.95
Philadelphia, Germantown and Norristown.	16.20	3.50		19.70	19.70		19.70				
Philadelphia and Lehigh Valley.	40.00										
Philadelphia, Harrisburg and Pittsburgh.	40.60			40.60	40.60	8.60	52.00				
Philadelphia, Newtown and New York.	20.90			20.90	20.90		20.90				
Philadelphia and Reading.	98.40	228.60	557.40	884.40	850.70	1.20	1,943.60	1,318.80	701.20		
Philadelphia and Trenton.	23.66	2.84		26.50	26.50		127.89	123.30	4.59	26.50	255.41
Philadelphia, Wilmington and Baltimore.	94.99	38.61	385.50	519.10	90.25		172.69	547.88	258.22	9.00	24.00
Pickering Valley.	11.30			11.30	11.30		12.70	1.00	11.70		
Pine Creek.	74.80			74.80	74.80		103.80	103.80			

Pittsburgh and Castle Shannon,	6.50			6.50	6.50		9.00	6.50	2.50	6.50	26.00
Pittsburgh, Chartiers and Youghiogheny,	15.20			15.20	15.20		21.70	21.70		16.40	22.90
Pittsburgh, Cincinnati, Chicago and St. Louis,	942.11	138.31	313.04	1,393.46	68.78		126.56	1,921.08	57.50	32.30	231.80
Pittsburgh and Connellsville,	146.70	2.10		148.80	146.50		258.42	233.06	27.66		
Pittsburgh, Fort Wayne and Chicago,	469.89			469.89	48.74		153.11	826.13	42.86		
Pittsburgh Junction,	4.47	2.08		6.55	6.55		16.35				
Pittsburgh and Lake Erie,	68.00	2.93	92.59	163.52	155.27		318.20	338.48			
Pittsburgh and Mansfield,	5.00										
Pittsburgh, McKeesport and Youghiogheny,	84.75	7.84		92.59	92.59		150.88	150.88			
Pittsburgh and Northern,	3.56			3.56	3.56		3.56		3.56		
Pittsburgh, Virginia and Charleston,	53.23	19.29		72.52	72.52		134.27	119.79	14.48	70.50	131.80
Pittsburgh and Western,	203.20	10.70		213.90	213.90		286.95	286.95			
Pittsburgh, Youngstown and Ashtabula,	93.12	26.19		125.17	27.76	5.86	42.39	150.28	30.32	12.50	35.00
Pomeroy and Newark,	26.70			26.70	21.66		23.10	7.50	20.95	21.66	21.66
Priceville and Winton,	4.90										
Reading and Columbia,	39.50	13.20	21.60	74.30	74.30		101.10	35.70	65.40		
Reading, Marietta and Hanover,	6.30			6.30	6.30		6.80		6.80		
Rew City and Eldred,	12.16			12.16	12.16		12.99		12.99		
Ridgway and Clearfield,	27.23			27.23	27.23		37.07	37.07		27.23	54.46
River Front,	3.62	.24		3.86	3.86		9.05	8.40	.65		
Rochester, Beaver Falls and Western,	.52										
Rupert and Bloomsburg,	1.60			1.60	1.60		2.30	2.20	.10		
Salisbury,	8.60	3.10		11.70	11.70		11.70	7.80	3.90		
Schuylkill and Lehigh,	44.00			44.00	44.00		47.80	2.00	45.80		
Schuylkill River, East Side,	3.60	7.90		11.50	11.50		18.60	18.60			
Schuylkill Valley Navigation Railroad,	11.00			11.00	11.00		11.00				
Shade Creek,	1.00			1.00	1.00		1.25	1.25			
Shamokin, Sunbury and Lewisburg,	31.10			31.10	31.10		60.60	57.54	3.06		
Shamokin Valley and Pottsville,	27.30	2.48		29.78	29.78		51.53	40.90	10.63	26.78	55.44
Sharon,	16.14			16.14	16.14		23.91	16.14	7.77		
Sharpsville,	17.00	3.53		20.53	20.53		22.53				
Shawmut and Brandy Camp,	2.50										
Shenango Valley,	1.95			1.95	1.95		1.95	1.95			
Sinnemahoning Valley,	12.23			12.23	12.23		12.23	12.23			
Slate Run,	13.00			13.00	13.00		15.00	15.00			
Somerset County,	8.90			8.90	8.90		8.90				
Somerset and Cambria,	45.10			45.10	45.10		53.13	48.93	4.20		
South Mountain,	9.40			9.40	9.40		10.70		10.70		
South West Pennsylvania,	44.50	63.29		107.79	107.79		160.49	133.01	27.48	66.55	169.50
Southern Pennsylvania,	21.40			21.40	21.40		22.78	2.50	20.28		
State Line (Pittsburgh),	2.40	1.00		3.40	3.40		3.40	.40	3.00		
State Line and Sullivan,	25.00			25.00	25.00		25.00	24.00	1.00		
Stewart,	.32			.32	.32		.32	.32			
Stewartstown,	7.20			7.20	7.20		7.20	7.20			
Stony Creek,	10.30			10.30	10.30		12.64	7.61	5.33		
Strasburg,	4.50			4.50	4.50		4.50				
Sunbury, Hazleton and Wilkes-Barre,	43.44			43.44	43.44		55.16	52.01	3.15	43.23	255.33
Sunbury and Lewistown,	43.45			43.45	43.45		50.73	45.49	5.24	43.45	48.45
Susquehanna and Clearfield,	43.13	4.69		47.82	47.82		79.63	74.42	5.21	22.50	22.50
Tioga,	42.83	3.56	18.33	64.72	58.22		81.23	58.93	30.57	54.00	54.00
Tionesta Valley,	13.00	7.50	20.50	41.00	41.00	1.00	47.50	47.50			
Tipton,	4.44			4.44	4.44		5.78	5.64	.14		
Trenton Cut-Off,	15.70			15.70	15.70		20.26	20.26		15.70	31.40
Tresckow,	7.56			7.56	7.56		12.50	9.50	3.00		
Trout Run,	9.00			9.00	9.00		14.00	14.00			
Turtle Creek,	25.00										
Tyrone and Clearfield,	47.10	69.41		116.51	116.51	7.46	64.47	150.75	13.72	61.34	61.34

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks in Pennsylvania, including yard tracks, sidings and spurs.	Miles of steel rail on lines owned and operated.	Miles of iron rail on lines owned and operated.	Length of telegraph lines in Pennsylvania.	Number of miles of telegraph in Pennsylvania.
Ursina and North Fork	4.00			4.00	4.00		4.00	4.00			
Warren and Farnsworth	10.05	5.21		15.26	15.26		16.54		16.54		
Waynesburg and Washington	28.15			28.15	28.15		29.94	28.15	1.79		
West Chester	5.00			5.00	5.00		6.39	6.39			
West Chester and Phœnixville	14.00										
Western Maryland	90.00		34.10	124.10	31.57		31.57	124.10	27.33		
Western New York and Pennsylvania	633.01			633.01	304.83		389.22	697.12	137.27		
Western Pennsylvania	70.63	45.37		116.00	116.00	17.77	193.07	173.29	19.78	98.83	218.26
Wheeling, Pittsburgh and Baltimore	61.80			61.80	50.30		65.30	68.00	13.80		
Wilcox	2.65			2.65	2.65		2.66	.93	1.73		
Wilcox and Rocky Run	6.50			6.50	6.50		6.50	6.50			
Wilkes-Barre and Harvey's Lake	13.78			13.78	13.78	.32	18.40	16.99	1.41		
Wilkes-Barre and Scranton	3.87			3.87	3.87		9.09	9.09			
Wilkes-Barre and Western	30.00	1.00		31.00	31.00	6.00	31.00				
Williamsport and North Branch	27.00			27.00	27.00		31.30	31.30			
Wilmington and Northern	71.50	16.91	3.89	92.30	68.29		83.22	88.29	28.36	66.20	115.60
Wind Gap and Delaware	10.84			10.84	10.84		10.84				
York and Black Mount	2.00										
York and Peach Bottom	40.00			40.00	40.00		43.90	40.00	3.90		
Youghiogheny and Elizabeth	1.00			1.00	1.00		1.00				
Youghiogheny, Northern	2.23			2.23	2.23		2.23	2.23			
Totals	11,784.78	2,436.44	7,287.96	20,014.16	11,702.22	267.07	19,771.01	27,946.69	4,914.47	4,344.98	11,794.56

TABLE E—EQUIPMENT AND PERSONS EMPLOYED.

NAME OF COMPANY.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Number of cars in fast freight line service.	Total number of cars owned.	Number of cars leased.	Number of persons employed, including officials.	Number of persons employed in Pennsylvania, including officials.	Total yearly compensation of persons employed, including officials.
Addison and Pennsylvania,	6	7	55			62		143	143	$63,701 86
Allegheny and Kinzua,	5		95	1		96		92	92	44,944 40
Allegheny Valley,	75	59	2,823	86		2,968		1,917	1,917	1,012,233 10
Allentown,								3	3	240 00
Altoona and Wapsononock,	1	3	6			9		6	6	220 00
Bald Eagle Valley,								3	3	600 00
Baltimore and Harrisburg,	4	9	86	38		133		194	194	66,456 60
Baltimore and Philadelphia,	4	6	29			35				
Bangor and Portland,	6	10	23	28		61		111	111	41,726 24
Barclay Coal Company's Railroad,	5	2	11	3		16		43	43	16,222 86
Beaver and Elwood,	1	1	3			4		7	7	2,700 00
Bedford and Bridgeport,								3	3	
Beech Creek,	30	10	1,824	62		1,896		665	644	349,576 95
Berlin,								11	11	
Berlin Branch,								9	9	1,161 51
Bradford, Bordell and Kinzua,	9	10	142	1		153		116	116	48,033 93
Bradford, Bordell and Smethport,	1	2				2				
Bradford, Eldred and Cuba,	4	11	114			125		51	6	24,450 32
Buffalo, Rochester and Pittsburgh,	102	45	5,367	210		5,622	494	1,830	741	1,156,046 43
Buffalo Run, Bellefonte and Bald Eagle,	1	3	23			26		36	36	16,273 85
Bustleton,								3	3	
Cambria and Clearfield,								3	3	
Catasauqua and Fogelsville,	6	6	6	2		14		60	60	27,358 95
Catawissa,								2	2	6,700 00
Chambersburg and Gettysburg,	1			2		2		10	10	13,344 00

TABLE E—EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

NAME OF COMPANY.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Number of cars in fast freight line service.	Total number of cars owned.	Number of cars leased.	Number of persons employed, including officials.	Number of persons employed in Pennsylvania, including officials.	Total yearly compensation of persons employed, including officials.
Chartiers,								145	145	$79,201 72
Chester and Delaware River,								3	3	
Clarion River,	1	1				1				
Cleveland and Pittsburgh,	97	72	3,420	55		3,547		2,129	285	1,268,362 56
Colebrookdale,								3	3	240 00
Connecting,								3	3	
Corning, Cowanesque and Antrim,	65	33	3,251	85	25	3,394		538		274,638 79
Cornwall,	7	9	32	10		51		84	84	47,593 40
Cornwall and Lebanon,	9	17	20	25		62	500	194	194	89,682 40
Confluence and Oakland,								23		
Coudersport and Port Allegany,	3	5	60			65		38	38	12,120 00
Cresson, Clearfield County and New York Short Route,	4	3	222	1		226		71	71	39,724 00
Cumberland Valley,	34	55	621	30		706		849		448,185 52
Danville and Shamokin,								3	3	
Delaware and Hudson Canal Company's Railroad,	95	81	4,706	116		4,903		1,182	1,087	643,324 77
Delaware, Lackawanna and Western,	232	172	24,007	188	615	24,982		4,542		2,388,371 30
Delaware River and Lancaster,	1							22	22	
Delaware, Susquehanna and Schuylkill,	3			25		25				
Downingtown and Lancaster,								3	3	
Dunkirk, Allegheny Valley and Pittsburgh,	11	18	90	9		117		234	74	131,083 27
East Broad Top,	8	9	279	14		302		165	165	74,534 74
East Mahanoy,								3	3	
East Pennsylvania,								3	3	

Edgewood,	1										
Elmira and Williamsport,								2	2		
Erie and Pittsburgh,	29	9	1,339	14		1,362		599	599	344,292	72
Erie and Wyoming Valley,	5		66	32		98		396	396	214,774	67
Falls Creek,	1							9	9	4,022	44
Ferney Mountain,								14	14		
Gettysburg and Harrisburg,	2	12	2	8		22		117	117	46,349	16
Greenlick Narrow Gauge,	1	1	22			23		6	6	700	00
Hanover and York,								3	3		
Harrisburg, Protsmouth, Mt. Joy & Lancaster,								2	2	1,700	00
Huntingdon and Broad Top Mountain,	21	9	1	46		56	1,325	354	354	173,707	18
Ironton,	2			2		2		22	22	10,105	98
Jamestown and Franklin,								2	2	750	00
Johnsonburg,								2	2		
Junction,								43	43	16,142	61
Kensington and Tacony,								3	3		
Kinzua Creek and Kane,	2	1	47			48		25	25	12,006	81
Lake Shore and Michigan Southern,	551	323	14,540	534	4,830	20,227		13,966	907	8,146,674	46
Lehigh and Lackawanna,								45	45	16,831	78
Lehigh and Susquehanna,	151	20	24,262	205		24,487		3,047	3,047	1,728,781	41
Lehigh Valley,	586	304	51,150	1,469	2,525	55,448		15,380		7,961,732	26
Ligonier Valley,	2	5	10	2		17		34	34	15,053	31
Little Saw Mill Run,	4	1	298	4		303	18	32	32	18,204	64
Little Schuylkill Navigation,								2	2	3,200	00
Littlestown,								3	3		
Lykens Valley,								3	3	1,000	00
McKeesport Connecting,			36			36		7	7	501	06
Mahoning Valley,	1	1	200			201				1,199	94
Meadville and Linesville,	3	7	4			11		34	34	17,277	50
Middletown and Hummelstown,								26	26	10,777	39
Mifflin and Centre County,								3	3		
Mill Creek and Mine Hill,								2	2	450	00
Mine Hill and Schuylkill Haven,								3	3	4,000	00
Monongahela Connecting,	6		18	4		22		65	65	42,452	09
Mont Alto,	2	3		5		8		34	34	12,726	25
Montour,	2	2	245			247		38	38	17,119	04
Montrose,	2	4	22	5		31		33	33	13,335	28
Mount Carbon and Port Carbon,								2	2	450	00
Mount Jewett, Kinzua and Riterville,	2		19			19		12	12	7,211	46
Mount Penn Gravity,	3	8		1		9		40	40	11,434	50
Nescopec,								3	3		
Neversink Mountain,	1	12				12					
New Castle and Beaver Valley,								156	156	74,479	55

TABLE E—EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

NAME OF COMPANY.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Number of cars in fast freight line service.	Total number of cars owned.	Number of cars leased.	Number of persons employed, including officials.	Number of persons employed in Pennsylvania, including officials.	Total yearly compensation of persons employed, including officials.
New Castle and Butler,	2		75			75				
Newport and Sherman's Valley,	2	6	18			24				
New York, Lake Erie and Western,	574	526	29,991	367	9,182	40,066	17,479	16,962		$10,236,556 99
New York, Chicago and St. Louis,	138	50	5,324	81	1,504	6,959		3,746	160	2,486,418 32
New York and North Pennsylvania,								10	10	3,281 50
New York, Pennsylvania and Ohio,	258	141	10,284	140	3,605	14,170	2,898	5,386	1,483	2,975,760 87
New York, Susquehanna and Western,	44	50	2,464	72		2,586		805	27	431,480 00
Nittany Valley,	3	8				8		19	19	4,287 28
Northern Central,	166	127	5,093	413	600	6,233	3,706	4,491		2,458,388 28
North East Pennsylvania,								57	57	24,994 80
North and West Branch,								3	3	
Ohio and Baltimore Short Line,								10	10	
Ohio and Connecting,								13	13	
Ontario, Carbondale and Scranton,								2		3,100 00
Pennsylvania,	1,589	1,490	28,623	3,502	3,656	37,271	18,844	51,750		29,389,842 78
Pennsylvania, Poughkeepsie and Boston,	14	18	641	6		665		222	69	132,163 11
Pennsylvania Schuylkill Valley,								3	3	
Pennsylvania and North Western,	36	11	517	18		546	500	686	686	325,075 56
Penn Gas Coal Company's Railroad,	2	3	2	2		7		28	28	14,366 46
People's,	1	8	3			11				
Perkiomen,				19		19		136	136	76,995 25
Perry County,	2	1	1			2		18	18	5,891 00
Philadelphia and Baltimore Central,				64		64				
Philadelphia and Chester Valley,								50	50	22,226 45
Philadelphia and Erie,								2	2	5,400 00

Philadelphia, Germantown and Chestnut Hill,								3	3	1,000	00
Philadelphia, Germantown and Norristown,								3	3	6,000	00
Philadelphia, Newtown and New York,								91	91	43,842	50
Philadelphia and Reading,	493	463	14,336	616	253	15,668	16,097	14,190		8,002,955	35
Philadelphia, Wilmington and Baltimore,	205	367	2,103	385		2,855	500	5,072		2,933,797	40
Pickering Valley,								3	3	240	00
Pine Creek,	65	33	3,251	85	25	3,394		427	427	248,251	50
Pittsburgh and Castle Shannon,	5	7	376			383		138	138	58,828	85
Pittsburgh, Chartiers and Youghiogheny,	6	6	320	11		337		192	192	84,345	98
Pittsburgh, Cincinnati, Chicago and St. Louis,	399	292	6,054	303		6,649	3,926	10,503	1,120	4,934,547	74
Pittsburgh and Connellsville,	54	40	1,965	46		2,051		2,512	2,502		
Pittsburgh, Fort Wayne and Chicago,	308	241	9,755	174		10,170		8,012	2,522	4,859,436	21
Pittsburgh Junction,	3							84	84	53,315	33
Pittsburgh and Lake Erie,	72	49	3,616	150		3,815		3,450	3,422	1,886,853	41
Pittsburgh, McKeesportand Youghiogheny,	23	16	630	8		654					
Pittsburgh and Northern,	1	2	3			5		6	6	2,671	20
Pittsburgh, Virginia and Charleston,								3	3	2,000	00
Pittsburgh and Western,	89	17	2,862	59		2,938		1,429	1,429	762,993	70
Pittsburgh, Youngstown and Ashtabula,			1,480			1,480		695	322	406,643	00
Reading and Columbia,	9	7	28	17		52		252	252	133,550	24
Reading, Marietta and Hanover,								3	3		
Rew City and Eldred,		2				2					
Ridgway and Clearfield,								3	3		
Rochester, Beaver Falls and Western,								3	3		
Rupert and Bloomsburg,								23	23	9,205	80
Salisbury,	1	1				1		19	19		
Schuylkill and Lehigh,								3	3		
Schuylkill River West Side,								3	3		
Schuylkill Valley Navigation Railroad,								2	2	450	00
Shade Creek,			6			6				722	50
Shamokin, Sunbury and Lewisburg,								3	3		
Shamokin Valley and Pottsville,								3	3		
Sharpsville,	4	1	7			8		35	35	16,837	20
Sinnemahoning Valley,	3	2				2	150	60	60	36,800	00
Slate Run,	2		56			56		36	36	12,904	91
Slatington,								3	3		
Somerset County,	1		8			8					
Somerset and Cambria,	1	1				1		119	119		
South Mountain,								51	51	9,874	66
South-West Pennsylvania,								3	3	600	00
State Line (Pittsburgh),								12	12		

TABLE E—EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

NAME OF COMPANY.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Number of cars in fast freight line service.	Total number of cars owned.	Number of cars leased.	Number of persons employed, including officials.	Number of persons employed in Pennsylvania, including officials.	Total yearly compensation of persons employed, including officials.
Stewartstown,	1	2	1			3		18	18	$4,157 20
Stony Creek,				1		1		41	41	17,453 14
Sunbury, Hazleton and Wilkes-Barre,								3	3	
Susquehanna and Clearfield,								3	3	
Tioga,	12	10	636	27		673				
Tionesta Valley,	3	2	157	1		160		57	57	30,136 50
Trenton Cut-off,								3	3	
Tresckow,								3	3	
Trout Run,	2		26			26		16	16	
Tyrone and Clearfield,								3	3	
Ursina and North Fork,	1	1				1		6	6	2,250 63
Warren and Farnsworth,	2	2	37			39		12	12	7,100 00
Waynesburg and Washington,	4	5	48	13		66		69	69	30,447 98
West Chester,								3	3	
Western Maryland,	30	69	540	10		619		609		300,207 46
Western New York and Pennsylvania,	139	116	7,622	244		7,982	400	3,752	1,876	1,803,035 60
Western Pennsylvania,								3	3	
Wheeling, Pittsburgh and Baltimore,								540		
Wilcox,								2	2	
Wilcox and Rocky Run,	2		7			7				
Wilkes-Barre and Western,	2	3	19			22				
Williamsport and North Branch,	3	9		1		10		63	63	24,051 09
Wilmington and Northern,	24	31	300	13	4	348		478		273,071 75
York and Peach Bottom,	5	9	79	3		91				
Totals,	7,016	5,626	278,960	10,173	26,824	321,583	66,837	187,656	29,337	$102,915,304 44

TABLE F—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and mixed trains.	Total number of miles run.	Rate of speed of ordinary passenger trains—miles per hour.	Rate of speed of express trains—miles per hour.	Rate of speed of freight trains—miles per hour.
Addison and Pennsylvania,	52,879	79,815	132,694	18	18	12
Allegheny Valley,	700,175	1,191,822	1,891,997	20	30	15
Altoona and Wapsononock,				10		
Baltimore and Harrisburg,	179,022	78,255	257,277	24	24	12½
Bangor and Portland,	63,792	42,532	106,324	30	30	15
Barclay Coal Company's Railroad,	17,212	17,497	34,709	20	20	15
Beech Creek,	166,432	467,931	634,363	25		12
Berlin,	9,872	4,840	14,712			
Berlin Branch,		4,840	4,840			
Bradford, Bordell and Kinzua,	84,215	44,144	128,359	18	18	12
Bradford, Eldred and Cuba,	41,316	34,743	76,059	18	18	12
Buffalo, Rochester and Pittsburgh,	417,982	1,398,569	1,816,551	25	25	15
Catasauqua and Fogelsville,	80	64,133	64,213			
Chartiers,	90,075	57,024	147,099	25	35	12
Cleveland and Pittsburgh,	644,205	1,043,290	1,687,495	24	25	10
Corning, Cowanesque and Antrim,	116,007	366,834	482,841	18	28	15
Cornwall,	36,812	20,268	57,080	30	30	15
Cornwall and Lebanon,	105,191	72,917	178,108	35		17
Confluence and Oakland,	45	12,300	12,345			
Coudersport and Port Allegany,			26,500	20	20	20
Cresson, Clearfield County and New York Short Route,	44,909	45,800	90,709	20	20	15
Cumberland Valley,	411,783	236,494	648,277	48	48	20
Delaware and Hudson Canal Company's Railroad,	325,188	1,163,347	1,488,535	22	27	12
Delaware, Lackawanna and Western,	912,038	5,294,374	6,206,412	25	35	15
Delaware River and Lancaster,			11,630			
Dunkirk, Allegheny Valley and Pittsburgh,	126,254	107,771	234,025	28	28	12
East Broad Top,			101,404	15	22	12
Erie and Pittsburgh,	175,079	395,754	570,833	25	25	12

TABLE F—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—CONTINUED.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and mixed trains.	Total number of miles run.	Rate of speed of ordinary passenger trains—miles per hour.	Rate of speed of express trains—miles per hour.	Rate of speed of freight trains—miles per hour.
Erie and Wyoming Valley,	110,501	176,416	286,917	28	28	15
Gettysburg and Harrisburg,	47,061	14,107	61,168	. . . .	. . . .	. . . .
Huntingdon and Broad Top Mountain,	59,733	332,465	392,198	. . . .	. . . .	. . . .
Ironton,	. . . . .	10,984	10,984	. . . .	. . . .	6
Kinzua Creek and Kane,	. . . . .	19,044	19,044	12	. . . .	10
Lake Shore and Michigan Southern,	4,408,632	7,623,397	12,032,029	30	35	12
Lehigh and Lackawanna,	55,945	37,133	93,078	25	30	12
Lehigh and Susquehanna,	716,866	2,540,608	3,257,474	25	30	15
Lehigh Valley,	3,774,457	10,427,402	14,201,859	. . . .	. . . .	. . . .
Ligonier Valley,	15,179	13,094	28,273	20	20	15
Little Saw Mill Run,	6,573	13,773	20,346	10	. . . .	6
Meadville and Linesville,	36,450	12,290	48,740	30	. . . .	20
Middletown and Hummelstown,	17,030	10,691	27,721	. . . .	. . . .	. . . .
Mont Alto,	29,648	8,084	37,732	25	25	14
Montrose,	8,900	26,700	35,600	25	25	14
Mount Penn Gravity,	24,847	. . . . .	24,847	8	. . . .	. . . .
Neversink Mountain,	26,400	64	26,464	10	. . . .	10
New Castle and Beaver Valley,	47,142	54,569	101,711	25	25	12
New York, Lake Erie and Western,	5,285,768	10,845,457	16,131,225	30	35	15
New York, Lake Erie and Western Coal,	. . . . .	102,516	102,516	. . . .	. . . .	15
New York, Chicago and St. Louis,	480,907	4,342,163	4,823,070	27	. . . .	14
New York and North Pennsylvania,	3,130	6,260	9,390	18	18	12
New York, Pennsylvania and Ohio,	1,791,267	4,520,679	6,311,946	29	35	11
New York, Susquehanna and Western,	434,276	399,157	833,433	29	. . . .	10
Nittany Valley,	. . . . .	. . . . .	. . . . .	. . . .	. . . .	10
Northern Central,	1,495,103	2,833,325	4,328,428	25	31	11
North East Pennsylvania,	57,026	9,140	66,166	. . . .	. . . .	. . . .
Ohio and Baltimore Short Line,	. . . . .	3,201	3,201	. . . .	. . . .	. . . .
Pennsylvania,	14,169,414	21,541,609	35,711,023	. . . .	. . . .	. . . .

Pennsylvania, Poughkeepsie and Boston,	89,044	153,289	242,333	20	30	15
Pennsylvania and North Western,	78,601	712,135	790,736	20	20	15
Penn Gas Coal Company's Railroad,		12,480	12,480	18		
Perkiomen,	72,406	176,250	248,656	20		15
Perry County,		20,658	20,658			
Philadelphia and Chester Valley,	31,519	28,438	59,957			
Philadelphia, Newtown and New York,				20		12
Philadelphia and Reading,	4,884,763	7,558,826	12,443,589			
Philadelphia, Wilmington and Baltimore,	3,124,300	1,439,473	4,563,773			
Pine Creek,	89,275	518,048	607,323	18	28	15
Pittsburgh and Castle Shannon,	52,541	6,066	58,607	12		12
Pittsburgh, Chartiers and Youghiogheny,	40,753	41,027	81,780	20		10
Pittsburgh, Cincinnati, Chicago and St. Louis,	3,178,294	5,077,428	8,255,722	25	35	15
Pittsburgh and Connellsville,	721,769	769,374	1,491,143			
Pittsburgh, Fort Wayne and Chicago,	2,686,189	4,399,047	7,085,236	33	37	16
Pittsburgh and Lake Erie,	591,310	906,812	1,498,122	28	33	12
Pittsburgh and Northern,	10,950		10,950			
Pittsburgh and Western,	345,296	522,872	868,168	22		9
Pittsburgh, Youngstown and Ashtabula,	225,917	447,979	673,926	25	25	12
Reading and Columbia,	174,031	157,152	331,183			
Rupert and Bloomsburg,	10,100	772	10,872			
Salisbury,	27	11,020	11,047			
Shade Creek,		4,000	4,000			10
Sharpsville,		21,280	21,280	12	12	12
Sinnemahoning Valley,			22,536			
Slate Run,		31,690	31,690			
Somerset and Cambria,	66,218	56,691	122,909			
South Mountain,	28,009	10,904	38,913			
State Line (Pittsburgh),		1,922	1,922			
Stewartstown,		14	14			
Stony Creek,	26,031	9,765	35,796	25		15
Tioga,	92,884	116,016	208,900	25		12
Tionesta Valley,	32,800	14,230	47,030	20		12
Warren and Farnsworth,	10,670	4,350	15,020	10		8
Waynesburg and Washington,	39,840	26,116	65,956	17		12
Western Maryland,				30	40	15
Western New York and Pennsylvania,	1,177,649	1,737,721	2,915,370	23	30	15
Wheeling, Pittsburgh and Baltimore,	233,560	409,832	643,392			
Williamsport and North Branch,	39,164	14,976	54,140			
Wilmington and Northern,	220,904	217,668	438,572	35		18
Totals,	56,197,662	103,805,943	160,162,474			

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.

NAME OF COMPANY.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Estimated cost of carrying each passenger one mile.	Passenger earnings per mile of road.
					Cts. Mills.	*Cts. Mills.*	*Cts. Mills.*	
Addison and Pennsylvania,	55,060	858,886	16	$20,223 05	36.729	2.354	2.184	$589 14
Allegheny and Kinzua,	. . . . .	. . . . .	. . .	2,034 02	. . . . .	. . . . .	. . . . .	. . . . .
Allegheny Valley,	1,560,011	27,793,611	18	666,042 25	42.695	2.396	1.379	2,786 68
Altoona and Wapsononock,	1,200	16,800	14	476 09	38.208	2.834	1.700	59 51
Baltimore and Harrisburg,	193,126	3,925,799	20	64,413 82	33.353	1.641	. . . . .	934 58
Baltimore and Philadelphia,	1,383,969	19,423,251	14	335,529 67	24.244	1.727	. . . . .	. . . . .
Bangor and Portland,	141,889	957,009	7	25,955 73	18.293	2.695	5.627	897 80
Beaver and Elwood,	2,679	2,679	3	266 27	9.900	3.300	. . . . .	88 75
Beech Creek,	154,023	2,522,071	16	71,995 85	48.037	2.080	3.035	291 80
Berlin,	9,519	70,623	7	1,754 41	18.431	2.484	. . . . .	. . . . .
Berlin Branch,	5,419	29,304	6	978 81	18.057	3.340	. . . . .	192 16
Bradford, Bordell and Kinzua,	82,488	1,270,533	15	41,292 35	50.058	3.250	3.025	828 83
Bradford, Eldred and Cuba,	38,314	536,396	14	17,728 25	46.271	3.305	3.541	604 55
Buffalo, Rochester and Pittsburgh,	681,885	14,536,949	21	326,510 65	47.884	2.246	1.823	1,188 71
Buffalo Run, Bellefonte and Bald Eagle,	. . . . .	. . . . .	. . .	4,602 53	. . . . .	. . . . .	. . . . .	. . . . .
Catasauqua and Fogelsville,	16,934	90,735	5	3,177 18	18.762	3.502	. . . . .	116 38
Chartiers,	429,700	4,901,797	11	120,330 63	28.003	2.454	1.092	5,124 81
Cleveland and Pittsburgh,	1,502,546	29,988,836	20	701,924 25	46.715	2.340	1.759	3,133 88
Corning, Cowanesque and Antrim,	190,058	2,609,268	14	72,228 07	38.003	2.768	2.185	883 41
Cornwall,	167,042	1,158,756	7	22,778 38	13.636	1.948	1.182	1,797 82
Cornwall and Lebanon,	255,918	2,524,776	10	44,874 14	17.535	1.777	1.746	1,956 65
Confluence and Oakland,	10,814	100,704	9	2,746 23	25.303	2.727	. . . . .	. . . . .
Coudersport and Port Allegany,	26,746	338,587	14	16,464 00	20.000	. . . . .	. . . . .	748 00
Cresson, Clearfield County and New York Short Route,	100,785	771,234	8	25,242 91	25.004	3.273	. . . . .	917 92
Cumberland Valley,	861,772	16,472,404	19	364,939 14	42.347	2.215	1.953	2,871 28

Delaware and Hudson Canal Company's Railroad,	1,051,031	10,466,873	10	234,677 68	22.328	2.242	1.312	2,291 77
Dewaware, Lackawanna and Western,	1,563,635	40,275,923	25	818,801 37	52.365	2.033	1.492	5,216 48
Delaware River and Lancaster,	5,947	481,707	8	1,474 10	24.079	3.008	. . . .	121 80
Dunkirk, Allegheny Valley and Pittsburgh,	194,082	3,206,552	17	88,814 73	45.761	2.077	2.059	1,101 06
East Broad Top,	91,575	933,060	10	20,852 78	22.771	2.235	1.513	468 39
Erie and Pittsburgh,	298,499	5,630,775	18	139,905 19	46.869	2.484	2.043	1,382 87
Erie and Wyoming Valley,	94,156	1,836,042	19	29,525 08	31.036	1.060	1.014	500 09
Gettysburg and Harrisburg,	74,220	1,150,410	15	19,297 23	26.000	1.677	. . . .	849 83
Huntingdon and Broad Top Mountain,	95,780	1,818,428	19	51,121 08	53.004	2.008	. . . .	. . . .
Kinzua Creek and Kane,	3,232	7,358	. .	390 70	. . . .	. . . .	. . . .	. . . .
Lake Shore and Michigan Southern,	5,410,894	243,490,230	45	5,124,355 48	95.000	2.104	1.780	4,729 32
Lehigh and Lackawanna,	90,415	1,144,955	13	26,003 25	28.759	2.271	2.443	723 50
Lehigh and Susquehanna,	1,171,834	11,896,566	10	253,867 17	21.664	2.133	3.660	1,129 10
Lehigh Valley,	5,462,516	92,320,465	16	2,034,944 62	37.200	2.200	2.700	. . . .
Ligonier Valley,	144,100	937,274	6	22,613 66	15.693	2.412	. . . .	2,202 41
Little Saw Mill Run,	50,724	152,172	3	3,981 86	7.850	2.620	1.040	1,327 28
Mahoning Valley.	596	1,841	2	35 80	6.000	3.174	3.365	3,027 46
Meadville and Linesville,	41,275	536,575	13	18,646 72	45.000	2.000	. . . .	887 94
Middletown and Hummelstown,	47,842	241,441	5	5,796 88	12.117	2.401	. . . .	878 31
Mont Alto,	89,348	1,027,502	11	13,553 90	15.169	1.319	2.654	878 11
Montour,	30,569	. . . . .	8	6,113 80	20.000	2.410	. . . .	555 80
Montrose,	14,128	215,500	15	7,044 47	49.816	3.269	2.216	317 15
Mount Penn Gravity,	81,547	. . . . .	7	19,298 15	23.664	3.155	741	2,573 00
Mount Pleasant and Broadford,	126,342	599,811	4	5,342 98	4.229	891	. . . .	. . . .
Neversink Mountain,	37,852	454,224	12	8,327 50	22.000	1.560	1.940	979 50
New Castle and Beaver Valley,	210,833	1,335,060	6	35,441 92	16.810	2.654	2.497	2,365 95
New York, Lake Erie and Western,	11,677,902	275,847,593	24	4,244,883 70	36.350	1.539	1.243	4,416 46
New York, Lake Erie and Western Coal,	15,665	92,251	6	1,744 66	11.137	1.891	703	3,823 18
New York, Chicago and St. Louis,	575,668	28,546,917	49	430,932 44	74.857	1.509	1.335	899 46
New York and North Pennsylvania,	9,926	46,967	5	1,262 54	12.719	2.688	3.358	332 55
New York, Pennsylvania and Ohio,	1,877,693	85,926,564	46	1,563,206 42	83.251	1.819	1.120	2,979 76
New York, Susquehanna and Western,	1,356,810	19,521,857	14	294,385 62	21.697	1.508	1.941	2,063 26
Northern Central,	4,568,195	54,228,958	11	1,195,781 82	26.176	2.205	2.004	3,789 48
North.East Pennsylvania,	188,125	1,197,296	6	23,521 87	12.503	1.965	. . . .	961 93
Pennsylvania,	44,679,580	791,431,697	17	16,386,559 78	36.700	2.070	1.523	7,771 90
Pennsylvania, Poughkeepsie and Boston,	48,915	1,261,628	26	23,819 10	48.695	1.888	7.366	257 73
Pennsylvania and North Western,	137,185	2,091,555	15	51,651 98	38.000	2.500	2.000	830 41
Penn Gas Coal Company's Railroad,	20,217	161,000	8	5,635 41	27.900	3.500	. .	563 54
Perkiomen,	177,202	1,770,440	10	43,529 29	24.564	2.458	3.027	1,415 59
Perry County,	28,947	214,207	7	6,440 10	22.200	3.000	.999	580 19
Philadelphia and Chester Valley,	54,526	399,302	7	9,343 33	17.135	2.340	. . . .	468 23

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.—CONTINUED.

NAME OF COMPANY.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Estimated cost of carrying each passenger one mile.	Passenger earnings per mile of road.
					Cts. Mills.	*Cts. Mills.*	*Cts. Mills.*	
Philadelphia, Newtown and New York,	600,929	4,807,432	8	$78,415 39	13.000	1.625	. . .	$3,751 93
Philadelphia and Reading,	18,648,316	213,064,765	11	3,984,735 64	21.368	1.870	. .	5,059 50
Philadelphia, Wilmington and Baltimore,	8,427,845	158,228,514	19	3,323,673 67	39.400	2.101	1.768	7,141 29
Pine Creek,	124,573	2,337,520	19	57,895 26	46.475	2.476	2.323	774 00
Pittsburgh and Castle Shannon,	645,412	2,091,562	3	35,634 70	5.430	1.675	1.225	5,389 95
Pittsburgh, Chartiers and Youghiogheny,	105,752	515,272	5	11,792 83	11.151	2.325	3.616	776 50
Pittsburgh, Cincinnati, Chicago and St. Louis,	4,000,883	103,637,603	26	2,440,637 20	61.002	2.354	2.100	2,809 63
Pittsburgh and Connellsville,	2,241,408	32,208,315	14	667,941 75	29.800	2.073	. .	. .
Pittsburgh, Fort Wayne and Chicago,	4,840,312	131,485,135	28	2,857,338 53	59.032	2.173	1.405	6,080 87
Pittsburgh Junction,	. .	. .	. .	62 70	. .	. .	. .	. .
Pittsburgh and Lake Erie,	1,802,635	23,429,270	. .	519,974 57	28.845	2.219	. .	3,452 45
Pittsburgh and Northern,	36,397	75,769	3	2,038 21	5.599	2.690	5.990	572 53
Pittsburgh and Western,	843,408	12,067,434	14	361,171 79	42.823	2.991	. .	1,688 50
Pittsburgh, Youngstown and Ashtabula,	466,927	6,770,266	15	146,548 23	31.385	2.164	2.213	1,191 33
Reading and Columbia,	472,273	5,934,740	12	128,500 41	27.209	2.165	. .	1,843 63
Rupert and Bloomsburg,	49,186	78,120	1	2,697 59	5.484	3.453	. .	1,744 49
Salisbury,	3,496	26,460	7	642 89	18.389	2.426	. .	. .
Schuylkill and Lehigh,	935,975	1,871,950	2	90,654 79	9.685	4.842	. .	. .
Sharpsville,	8,382	55,108	6	2,975 84	35.500	5.900	. .	175 05
Sinnemahoning Valley,	19,124	172,116	9	8,605 76	45.000	5.000	. .	. .
Somerset and Cambria,	113,176	1,549,106	14	42,985 07	37.891	2.775	. .	. .
South Mountain,	86,722	676,432	8	13,825 20	15.942	2.044	. .	935 03
Squirrel Hill (Pittsburgh),	39	133	3	2 77	7.103	2.083	. .	. .
Stewartstown,	15,196	. .	. .	2,779 90	. .	. .	. .	. .
Stony Creek,	94,562	713,021	8	16,363 53	17.304	2.295	3.157	1,698 13

Tioga,	156,120	2,336,922	15	56,631 34	36.210	2.423	2.332	976 60
Tionesta Valley,	19,452	252,872	13	13,940 78	71.660	5.000		376 77
Ursina and North Fork,				95 73				
Warren and Farnsworth,	3,818	30,544	8	1,527 55	40.000	5.000	3.000	100 09
Waynesburg and Washington,	51,610	860,900	17	27,550 97	53.383	3.200	2.844	978 72
Western Maryland,	972,348	18,613,806	19	299,178 77	30.679	1.607		3,185 25
Western New York and Pennsylvania,	1,522,867	31,406,571	21	752,978 51	49.440	2.767	1.993	1,177 79
Wheeling, Pittsburgh and Baltimore,	480,657	10,274,740	21	225,157 75	46.844	2.191		
Wilkes-Barre and Western,	24,965							
Williamsport and North Branch,	57,335	584,932	9	18,062 60	31.503			
Wilmington and Northern,	426,631	4,155,799	10	81,044 01	18.996	1.950	1.874	916 68
Totals,	138,070,156	2,584,113,113		$52,500,897 07				

TABLE H—KIND OF FREIGHT CARRIED, IN TONS.

NAME OF COMPANY.	Products of agriculture.	Products of animals.	Products of mines.	Products of forest.	Manufactures.	Merchandise.	Miscellaneous.
Addison and Pennsylvania,	10,597	5,007	2,549	55,202	5,493	653	1,189
Allegheny and Kinzua,				188,527			
Allegheny Valley,	68,750	23,961	2,133,358	404,211	1,471,901	52,350	82,514
Baltimore and Harrisburg,	11,554	4,801	36,982	8,707	19,425	40,133	
Bangor and Portland,	7,432	1,419	137,687	13,646	6,770	1,676	
Beaver and Elwood,	32		439	2,698	1,638	113	18
Beech Creek,	8,372	1,174	2,328,975	61,928	14,127	4,936	3,175
Berlin Branch,	1,275	56	1,339	2,111	1,323		2,947

TABLE H—KIND OF FREIGHT CARRIED, IN TONS—CONTINUED.

NAME OF COMPANY.	Products of agriculture.	Products of animals.	Products of mines.	Products of forest.	Manufactures.	Merchandise.	Miscellaneous.
Bradford, Bordell and Kinzua,	5,282	991	646	55,343	13,534	1,763	884
Bradford, Eldred and Cuba,	634	3,073	355	9,477	1,938	544	261
Buffalo, Rochester and Pittsburgh,	69,827	19,482	1,743,793	226,898	223,406	34,570	72,902
Catasauqua and Fogelsville,			248,524		40,682	20,125	
Chartiers,	8,585	7,709	668,739	21,212	133,059	4,278	4,649
Cleveland and Pittsburgh,	82,724	30,714	2,709,094	151,986	1,417,960	59,915	130,844
Corning, Cowanesque and Antrim,	304,172	43,111	2,169,524	250,402	206,173	76,244	43,171
Cornwall,			660,837		210,598		34,924
Cornwall and Lebanon,	1,698	2,632	616,504	11,884	128,662	23,921	
Coudersport and Port Allegany,	2,460	8,900	2,145	75,870	27,910		
Cresson, Clearfield County and New York Short Route,	233		306,238	19,688	88	8,302	
Cumberland Valley,	96,375	22,664	399,817	136,405	272,279	86,349	63,451
Delaware and Hudson Canal Company's Railroad,	77,231	21,033	1,978,609	152,380	351,940	9,029	52,449
Delaware, Lackawanna and Western,	401,065	464,038	7,995,868	261,214	730,493	147,832	402,716
Delaware River and Lancaster,	343	144	6,591	516	134		510
Delaware, Susquehanna and Schuylkill,	649		1,138,271	12,373	5,055		385
Dunkirk, Allegheny Valley and Pittsburgh,	22,772	7,359	38,057	93,168	59,510	17,260	6,129
East Broad Top,	1,685	1,110	226,182	6,984	32,461	1,380	369
Edgewood,			3,000				
Erie and Pittsburgh,	34,835	10,251	1,059,466	60,087	325,674	10,345	48,882
Erie and Wyoming Valley,	6,823	71	2,155,928	8,285	22,840	11,664	18,983
Falls Creek,	38		125,301	2,424	43	120	17
Gettysburg and Harrisburg,	5,758	309	18,592	4,116	279	5,256	
Greenlick Narrow Gauge,			4,992	124			
Huntingdon and Broad Top Mountain,	2,333	1,049	2,373,454	121,078	45,134	76,358	
Ironton,	347		103,232	1,588	47,792		12,249

Kinzua Creek and Kane,	. . . . .	2,653	. . . . .	48,242	. . . . .	1,376	. . . . .
Lake Shore and Michigan Southern,	1,628,764	904,119	4,542,628	960,545	2,229,243	541,881	452,631
Lehigh and Lackawanna,	2,281	218	51,920	5,838	2,572	792	15,277
Lehigh and Susquehanna,	98,203	13,059	6,958,395	178,674	519,804	33,605	88,383
Lehigh Valley,	824,786	186,174	10,300,809	539,165	914,361	. . . . .	1,629,638
Ligonier Valley,	576	269	97,028	8,807	824	2,105	1,571
Little Saw Mill Run,	. . . . .	. . . . .	258,688	. . . . .	. . . . .	. . . . .	1,800
Mahoning Valley,	. . . . .	. . . . .	10,364	119	322	39	5
Meadville and Linesville,	. . . . .	. . . . .	4,987	. . . . .	. . . . .	19,542	. . . . .
Middletown and Hummelstown,	. . . . .	. . . . .	8,901	. . . . .	11,290	1,341	. . . . .
Mont Alto,	2,013	268	16,185	6,240	7,506	13,469	. . . . .
Montour,	. . . . .	. . . . .	242,870	. . . . .	. . . . .	. . . . .	9,003
Montrose,	1,737	1,009	6,618	1,250	964	2,414	182
New Castle and Beaver Valley,	40,809	11,032	2,138,313	46,954	502,050	11,786	65,269
New Castle and Butler,	. . . . .	. . . . .	63,180	. . . . .	. . . . .	. . . . .	. . . . .
New York, Lake Erie and Western,	1,684,426	622,723	11,666,027	1,264,113	1,291,129	480,582	330,140
New York, Lake Erie and Western Coal,	847	337	339,785	31,998	4,386	1,859	4,600
New York, Chicago and St. Louis,	1,003,299	607,474	565,448	311,725	298,760	165,355	352,364
New York and North Pennsylvania,	357	2,751	245	30,520	764	130	118
New York, Pennsylvania and Ohio,	767,548	196,936	3,309,395	384,236	1,692,914	313,145	301,283
New York, Susquehanna and Western,	35,391	921	1,010,761	27,507	97,410	14,752	137,586
Nittany Valley,	. . . . .	. . . . .	77,621	. . . . .	11,870	. . . . .	. . . . .
Northern Central,	1,075,855	274,831	6,994,148	1,085,301	1,628,761	921,170	86,465
North East Pennsylvania,	6,246	1,196	12,502	1,292	2,237	. . . . .	19,451
Pennsylvania,	2,413,258	1,442,646	32,828,198	2,719,716	9,908,449	290,467	410,940
Pennsylvania, Poughkeepsie and Boston,	52,054	17,939	120,966	14,600	15,209	94,239	. . . . .
Pennsylvania and North Western,	. . . . .	. . . . .	1,437,300	77,070	. . . . .	35,848	. . . . .
Penn Gas Coal Company's Railroad,	600	. . . . .	100	150	365	. . . . .	. . . . .
Perkiomen,	179,502	9,481	151,103	44,894	169,434	38,051	10,789
Perry County,	. . . . .	495	2,283	3,316	. . . . .	4,223	. . . . .
Philadelphia and Chester Valley,	12,620	1,832	15,560	1,100	68,112	52,499	. . . . .
Philadelphia, Newtown and New York,	. . . . .	. . . . .	48,480	800	18,497	36,589	7,508
Philadelphia and Reading,	938,920	243,267	14,684,027	813,789	2,572,355	891,575	940,557
Philadelphia, Wilmington and Baltimore,	444,196	169,143	1,291,112	546,806	1,140,357	27,627	36,977
Pine Creek,	291,760	35,686	3,219,375	216,676	210,012	73,073	41,177
Pittsburgh and Castle Shannon,	. . . . .	. . . . .	39,446	. . . . .	. . . . .	. . . . .	1,000
Pittsburgh, Chartiers and Youghiogheny,	1,393	. . . . .	621,334	12,190	6,211	1,146	3,568
Pittsburgh, Cincinnati, Chicago and St. Louis,	1,068,943	433,222	2,611,534	646,857	2,157,835	97,656	1,146,867
Pittsburgh, Ft. Wayne and Chicago,	568,858	422,559	3,278,989	394,164	1,413,161	807,503	189,600
Pittsburgh and Lake Erie,	81,728	15,619	4,643,591	123,559	977,209	47,756	187,662
Pittsburgh and Western,	37,768	7,471	1,416,727	129,768	192,001	438,645	. . . . .
Pittsburgh, Youngstown and Ashtabula,	50,052	13,283	2,510,917	63,321	595,970	13,621	83,743
Reading and Columbia,	162,556	1,268	223,157	18,984	34,664	17,501	. . . . .

TABLE H—KIND OF FREIGHT CARRIED, IN TONS—CONTINUED.

NAME OF COMPANY.	Products of agriculture.	Products of animals.	Products of mines.	Products of forest.	Manufactures.	Merchandise.	Miscellaneous.
Rupert and Bloomsburg,		4,825	8,425	3,650		7,505	
Shade Creek,				7,000			
Sharpsville,	223		67,550	1,619	2,938		971
Sinnemahoning Valley,				205,158		28,519	
Slate Run,			1,564	63,166			
South Mountain,	4,363	190	51,495	7,772	6,584	13,518	
Stewartstown,	8,518	611	2,526	2,453	3,927	756	839
Stony Creek,	7,839	1,272	21,993	1,077	1,353	1,198	2,893
Tioga,	14,453	9,173	700,164	76,244	5,128	6,260	5,008
Tionesta Valley,	1,187	1,851	533	69,553	2,463	678	
Trout Run,				18,474			
Ursina and North Fork,	150		3,537	7,400			
Warren and Farnsworth,				6,067		829	
Waynesburg and Washington,	1,307	1,600	6,401	1,515	5,583	2,231	368
Western Maryland,	60,227	16,907	94,367	29,660	40,437	115,350	
Western New York and Pennsylvania,	57,196	6,993	2,279,662	941,038	644,634	432,969	
Wilkes-Barre and Western,	2,842		3,094	8,768	2,000		1,552
Williamsport and North Branch,	2,842	4,690	8,329	49,172	9,665	2,394	2,368
Wilmington and Northern,	25,929	710	450,154	25,969	227,098	65,080	8,064
Totals,	14,898,303	6,369,761	152,915,899	14,706,573	35,467,139	6,865,705	7,561,835

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.

NAME OF COMPANY.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Freight earnings per mile of road.
					Cts. Mills.	*Cts. Mills.*	*Cts. Mills.*	
Addison and Pennsylvania,	80,690	2,447,327	30	$65,287 01	80.912	2.667	2.292	$1,592 36
Allegheny and Kinzua,	188,527	. . . . .	. . . .	89,639 65	. . . . .	. . . . .	. . . . .	. . . . .
Allegheny Valley,	4,237,045	217,389,914	51	1,786,250 17	42.158	.822	.495	6,897 41
Baltimore and Harisburg,	121,602	2,795,506	23	76,524 90	62.930	2.737	. . . . .	944 75
Baltimore and Philadelphia,	2,086,319	66,584,171	31	404,215 31	19.375	.607	. . . . .	. . . . .
Bangor and Portland,	168,630	2,202,190	13	106,314 17	63.046	4.849	1.054	3,270 20
Beaver and Elwood,	4,938	4,938	3	1,078 90	21.900	7.300	. . . . .	359 63
Beech Creek,	2,422,687	200,604,709	87	1,004,020 11	41.054	.530	.230	3,602 82
Berlin,	17,535	128,134	7	4,199 29	23.891	3.277	. . . . .	. . . . .
Berlin Branch,	9,051	62,259	7	3,727 53	52.232	7.594	. . . . .	532 50
Bradford, Bordell and Kinzua,	78,443	1,370,225	17	43,361 93	55.267	3.164	2.439	870 37
Bradford, Eldred and Cuba,	16,282	325,640	20	17,246 51	105.923	5.296	5.759	502 96
Buffalo, Rochester and Pittsburgh,	2,390,878	333,372,993	139	1,983,863 80	82.976	.595	.404	6,516 00
Buffalo Run, Bellefonte and Bald Eagle,	. . . . .	. . . . .	. . .	34,129 87	. . . . .	. . . . .	. . . . .	. . . . .
Catasauqua and Fogelsville,	309,331	3,3-3,065	11	106,387 07	34.393	3.145	. . . . .	3,896 96
Chartiers,	848,231	5,684,868	6	138,051 32	16.275	2.428	1.088	5,879 53
Cleveland and Pittsburgh,	4,583,237	341,650,794	74	2,635,831 94	57.510	.772	.503	11,768 15
Corning, Cowanesque and Antrim,	3,092,797	99,611,560	32	639,598 05	20.068	.642	.479	6,840 62
Cornwall,	906,359	5,438,154	6	96,114 52	10.604	1.767	1.159	7,585 99
Cornwall and Lebanon,	785,301	11,677,015	15	191,507 83	24.360	1.640	.849	7,939 79
Confluence and Oakland,	27,562	324,157	11	16,758 57	60.803	5.170	. . . . .	. . . . .
Coudersport and Port Allegany,	117,285	259,431	11	50,481 00	. . . . .	. . . . .	. . . . .	2,950 00
Cresson, Clearfield County and New York Short Route,	334,549	5,349,473	16	83,208 05	24.811	1.551	. . . . .	3.018 47
Cumberland Valley,	1,077,340	49,904,932	46	619,375 90	57.491	1.241	.926	4,273 62
Delaware and Hudson Canal Company's Railroad,	2,642,671	100,503,740	38	835,925 80	31.631	.831	.981	8,163 33

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—CONTINUED.

NAME OF COMPANY.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Freight earnings per mile of road.
					Cts. Mills.	Cts. Mills.	Cts. Mills.	
Delaware, Lackawanna and Western,	10,403,226	601,550,169	58	$5,515,761 89	53.019	.916	.575	$26,098 99
Delaware River and Lancaster,	8,238	914,418	11	2,442 55	29.065	2.671		201 86
Delaware, Susquehanna and Schuylkill,	1,156,733							
Dunkirk, Allegheny Valley and Pittsburgh,	244,255	11,527,294	47	165,570 76	67.786	1.436	.967	1,830 59
East Broad Top,	270,171	4,848,629	18	93,971 27	34.782	1.938	1.431	2,110 77
Edgewood,	3,000							
Erie and Pittsburgh,	1,549,540	87,590,322	56	523,831 64	33.806	.598	.433	5,177 74
Erie and Wyoming Valley,	2,224,594	77,860,790	35	615,134 77	27.065	.790	.510	9,881 69
Falls Creek,	127,943	190,964		5,096 71	3.980	2.660	3.950	1,698 90
Gettysburg and Harrisburg,	34,310	513,299	15	12,858 14	37.476	2.505		510 24
Greenlick Narrow Gauge,	5,116							
Huntingdon and Broad Top Mountain,	2,619,406	102,139,447	41	644,971 49	25.006	.630		
Ironton,	165,208	660,832	4	38,549 45	23.330	5.880	4.644	4,283 27
Kinzua Creek and Kane,	52,271			19,181 75	36.700			
Lake Shore and Michigan Southern,	11,259,811	2,060,721,549	183	12,988,399 63	115.400	.630	.439	9,170 59
Lehigh and Lackawanna,	78,898	2,344,765	15	55,213 03	35.240	2.355	1.401	1,536 25
Lehigh and Susquehanna,	7,890,123	558,633,539	56	5,185,171 58	51.913	.921	.354	23,061 61
Lehigh Valley,	14,394,933	1,804,489,338	125	13,971,814 83	97,060	.774	.554	
Ligonier Valley,	111,180	625,331	5	22,256 72	20.018	3.559		2,119 68
Little Saw Mill Run,	260,488	781,464	3	49,855 77	19.100	6.366	3.770	16,618 59
Mahoning Valley,	10,849	34,175	3	1,169 15	10 571	3.783	.581	555 56
Meadville and Linesville,	24,529	220,761	9	9,132 43	38.000			434 88
Middletown and Hummelstown,	21,532	149,426	7	5,265 69	24.455	3.524		797 83
Mont Alto,	45,621	638,694	14	12,890 41	28.255	2.018	3.507	720 54
Montour,	251,873			29,266 28				
Montrose,	14,174	335,187	24	15,866 08	111.231	4.703	4.275	566 64

Mount Penn Gravity,				25 50				
Mount Pleasant and Broadford,	374,466	2,189,594	5	16,876 53	4.506			
Neversink Mountain,	134	537	4	53 76	40.000	10.000		
New Castle and Beaver Valley,	2,816,213	18,460,357	7	193,462 52	6.870	1.048	.555	12,914 72
New Castle and Butler,	63,180							
New York, Lake Erie and Western,	17,339,140	2,603,823,463	150	17,141,746 19	98.861	.658	.430	15,663 33
New York, Lake Erie and Western Coal,	383,812	12,081,283	31	104,078 58	27.117	.861	.573	2,224 37
New York, Chicago and St. Louis,	3,304,425	1,066,759,540	323	5,534,573 39	167.490	.519	.413	10,581 95
New York and North Pennsylvania,	34,885	139,540	4	7,973 89	22.857	2.517	4.522	1,594 77
New York, Pennsylvania and Ohio,	6,965,457	887,067,319	73	5,092,169 55	73.106	.574	.415	8,543 76
New York, Susquehanna and Western,	1,324,328	100,485,055	75	1,222,017 99	92.275	1.216	.474	7,769 69
Nittany Valley,	89,491	681,921		13,676 49	15.003	2.000		1,794 82
Northern Central,	12,066,531	813,676,502	67	4,902,169 45	40.626	.602	.455	13,148 53
North East Pennsylvania,	42,924	368,745	8	17,549 01	40.789	4.759		685 50
Ohio and Baltimore Short Line,	122,798	318,641	2	3,642 51	2.966	1.143		
Pennsylvania,	50,013,674	6,869,776,736	137	45,085,146 77	90.014	.656	.459	18,156 51
Pennsylvania, Poughkeepsie and Boston,	315,007	20,050,225	63	115,689 80	36.726	.577	.735	1,217 27
Pennsylvania and North Western,	1,550,218	74,033,496	48	778,736 29	50.000	1.050	.800	9,983 80
Penn Gas Coal Company's Railroad,	1,215	12,150		1,933 75				193 37
Perkiomen,	603,254	20,829,993	35	214,493 59	35.556	1.029	.515	5,571 26
Perry County,	10,317	113,487	11	5,341 26	51.771	4.665	5.351	547 03
Philadelphia and Chester Valley,	151,723	1,469,391	10	42,859 95	28.249	2.917		1,993 48
Philadelphia, Newtown and New York,	111,874	1,230,944	11	32,130 60	28.712	2.610		1,537 34
Philadelphia and Reading,	21,084,490	1,631,312,501	77	16,714,854 65	79.276	1.025		18,899 65
Philadelphia, Wilmington and Baltimore,	3,656,218	217,288,544	59	2,950,688 20	80.700	1.358	1.165	5,684 24
Pine Creek,	4,087,759	184,856,158	45	798,168 51	19.525	.432	.275	10,670 70
Pittsburgh and Castle Shannon,	40,446	121,338	3	60,917 17	156.000	52.000	48.000	9,371 87
Pittsburgh, Chartiers and Youghiogheny,	645,842	7,625,264	12	119,561 91	18.511	1.567	1.111	7,865 91
Pittsburgh, Cincinnati, Chicago and St. Louis,	8,162,914	1,057,161,404	129	7,940,810 55	91.766	.709	.539	6,545 22
Pittsburgh and Connellsville,	4,917,443	216,431,204	42	1,903,823 75	38.717	.870		
Pittsburgh, Fort Wayne and Chicago,	7,074,834	1,103,678,337	156	7,865,415 72	111.175	.713	.472	16,738 84
Pittsburgh Junction,				215,042 27				
Pittsburgh and Lake Erie,	6,077,124	372,664,735	61	3,042,937 26	50.073	.816	.487	18,702 82
Pittsburgh and Western,	2,222,380	133,342,800	60	1,016,833 01	45.754	.762		4,753 77
Pittsburgh, Youngstown and Ashtabula,	3,330,907	132,730,959	40	892,464 50	26.793	.672	.402	7,258 46
Reading and Columbia,	458,130	11,380,095	25	196,924 09	42.985	1.730		2,661 41
Rupert and Bloomsburg,	24,405	45,416	2	4,495 46	18.420	9.898		2,809 66
Salisbury,	415,330	3,050,841	7	54,146 36	13.036	1.744		
Schuylkill River, East Side,	2,036,993	10,184,965	5	184,723 67	9.068	1.813		
Shade Creek,	7,000		1	840 00				
Sharpsville,	73,301	1,030,087	14	14,397 28	19.600	1.400		846 90
Sinnemahoning Valley,	233,677	2,857,869	12	104,723 99	44.815	3.664		

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—CONTINUED.

NAME OF COMPANY.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Freight earnings per mile of road.
					Cts. Mills.	*Cts. Mills*	*Cts. Mills.*	
Slate Run,	64,730	841,490	13	$28,945 83	44.700	3.400	2.800	$2,226 60
Somerset County,	5,224	. . . . .	. . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Somerset and Cambria,	356,441	12,969,571	36	120,307 00	33.753	.927	. . . . .	. . . . .
South Mountain,	83,922	797,259	9	19,905 72	23.719	2.497	. . . .	1,218 96
State Line (Pittsburgh),	214,088	547,539	3	12,358 79	5.772	2.257	. . . . .	. . . . .
Stewartstown,	19,630	. . . . .	. . .	10,461 50	. . . . .	. . . . .	. . . . .	. . . . .
Stony Creek,	37,625	191,169	5	10,032 54	26.664	5.248	4.299	955 48
Tioga,	816,430	27,315,629	33	205,406 97	25.159	.752	.399	3,174 75
Tionesta Valley,	76,265	911,504	. . .	60,708 30	79.579	2.151	. . . . .	1,640 76
Trout Run,	18,474	. . . . .	. . .	5,512 60	29.700	2.100	. . . . .	. . . . .
Ursina and North Fork,	11,087	. . . . .	. . .	2,733 05	. . . . .	. . . . .	. . . . .	. . . . .
Warren and Farnsworth,	6,896	82,752	12	5,910 29	88.000	7.100	5.500	387 30
Waynesburg and Washington,	19,005	391,258	21	25,888 77	135.791	6.616	5.128	919 67
Western Maryland,	356,948	13,266,343	37	297,040 69	83.217	2.239	. . . .	2,393 55
Western New York and Pennsylvania,	4,362,492	445,981,766	102	2,677,694 80	61.400	.604	.416	4,213 44
Wheeling, Pittsburgh and Baltimore,	1,137,074	58,881,030	52	451,522 29	39.709	.766	. . . . .	. . . . .
Wilkes-Barre and Western,	18,256	. . . . .	. . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Williamsport and North Branch,	79,460	. . . . .	. . .	62,039 94	78.076	. . . . .	. . . . .	. . . . .
Wilmington and Northern,	803,004	26,959,390	34	342,522 93	42.655	1.270	1.051	3,874 25
Totals,	247,496,622	24,926,313,724	. . .	$179,533,878 95	. . . . .	. . . . .	. . . . .	. . . . .

TABLE J—EARNINGS AND INCOME DURING THE YEAR.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
Addison and Pennsylvania,	$24,154 80	$65,287 01	$2,680 10	$92,121 91	$12,753 41	$104,875 32
Allegheny and Kinzua,	2,034 02	89,639 65		91,673 67		91,673 67
Allegheny Valley,	725,373 58	1,795,396 75	40,004 58	2,560,774 91	2,359 17	2,563,134 08
Allentown,					3,241 16	3,241 16
Allentown Terminal,					40,500 00	40,500 00
Altoona and Wapsononock,	476 09			476 09		476 09
Bald Eagle Valley,					265,052 57	265,052 57
Baltimore and Cumberland Valley,					4,368 00	4,368 00
Baltimore and Cumberland Valley Extension,					32,700 00	32,700 00
Baltimore and Harrisburg,	75,700 97	76,524 90		152,225 87		152,225 87
Baltimore and Harrisburg Western Extension,					12,000 00	12,000 00
Baltimore and Philadelphia,	360,502 48	404,215 31		764,717 79		764,717 79
Bangor and Portland,	29,187 51	106,314 17		135,501 68	1,100 00	136,601 68
Barclay Coal Company's Railroad,				46,045 64	5,326 44	51,372 08
Beaver and Elwood,	300 69	1,078 90		1,379 59		1,379 59
Bedford and Bridgeport,					18,801 84	18,801 84
Beech Creek,	78,483 02	1,004,023 11	18,730 87	1,101,237 00		1,101,237 00
Berlin,	2,166 09	4,199 29		6,365 38		6,365 38
Berlin Branch,	1,345 18	3,727 53	92 43	5,165 14		5,165 14
Bradford, Bordell and Kinzua,	45,941 13	43,361 93	1,216 66	90,519 72		90,519 72
Bradford, Eldred and Cuba,	20,730 06	17,246 51		37,976 57	85	37,977 42
Buffalo, Rochester and Pittsburgh,	361,917 04	1,983,863 80	73,076 18	2,418,857 02	31,223 70	2,450,080 72
Buffalo Run, Bellefonte and Bald Eagle,	4,602 53	34,129 87	1,214 98	39,947 38		39,947 38
Cambria and Clearfield,					34,120 69	34,120 69
Catasauqua and Fogelsville,	3,177 18	106,387 07	483 48	110,047 73	1,211 43	111,259 16

TABLE J—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
Catawissa,					$234,000 00	$234,000 00
Chartiers,	$136,306 74	$138,051 32	$1,826 95	$276,185 01	2,973 60	279,158 61
Cherry Grove,					300 00	300 00
Chester Creek,					23,104 98	23,104 98
Chestnut Hill,					16,478 00	16,478 00
Clarion River,	378 46	1,515 40		1,893 86		1,893 86
Cleveland and Pittsburgh,	820,442 44	2,635,831 94	29,448 18	3,485,722 56	3,592 30	3,489,314 86
Colebrookdale,					13,290 80	13,290 80
Columbia and Port Deposit,					172,893 79	172,893 79
Connecting,					139,992 90	139,992 90
Corning, Cowanesque and Antrim,	82,599 30	639,598 05	1,087 77	723,285 12		723,285 12
Cornwall,	24,218 59	96,114 52		120,333 11		120,333 11
Cornwall and Lebanon,	47,194 49	191,507 83	2,529 44	241,231 76		241,231 76
Confluence and Oakland,	3,525 27	16,758 87		20,284 14		20,284 14
Coudersport and Port Allegany,	16,464 00	50,481 00	210 00	67,155 00		67,155 00
Cresson, Clearfield County and New York Short Route,	26,708 92	83,008 05	14,710 57	124,427 54		124,427 54
Cumberland Valley,	416,134 73	619,375 90	2,776 03	1,038,286 66	14,176 00	1,052,462 66
Delaware and Hudson Canal Company's Railroad,	258,464 63	835,925 80	13,671 52	1,108,061 95	277,148 36	1,385,210 31
Delaware, Lackawanna and Western,	1,102,450 54	5,515,761 89	739,261 63	7,357,474 06	7,070,041 15	14,427,515 21
Delaware River and Lancaster,	1,474 10	2,442 55		3,916 65		3,916 65
Delaware, Susquehanna and Schuylkill,		131,354 90		131,354 90	26 63	131,381 53
Dillsburg and Mechanicsburg,				25,075 73	85 00	25,160 73
Dunkirk, Allegheny Valley and Pittsburgh,	99,756 22	165,851 56	5 00	265,612 78		265,612 78
East Broad Top,	22,666 02	98,655 87	1,425 37	122,747 26	67 50	122,814 76
East Mahanoy,					32,058 00	32,058 00

Elmira and Williamsport,					166,117 04	166,117 04
Erie and Pittsburgh,	164,806 82	523,831 64	16,832 16	705,470 62	14,439 23	719,909 85
Erie and Wyoming Valley,	32,667 91	615,134 77	2,433 39	650,236 07	50,000 00	700,236 07
Falls Creek,		5,096 71		5,096 71		5,096 71
Fayette County,					9,000 00	9,000 00
Gettysburg and Harrisburg,	21,415 75	12,858 14	955 83	35,229 72		35,229 72
Greenlick Narrow Gauge,	11 20	1,380 81		1,392 01		1,392 01
Hanover and York,					35,017 65	35,017 65
Harrisburg, Portsmouth Mt. Joy and Lancaster					120,369 59	120,369 59
Huntingdon and Broad Top Mountain,	59,713 71	644,971 49	1,938 98	706,624 18		706,624 18
Ironton,		38,549 45		38,549 45	6,094 11	44,643 56
Johnsonburg,					5,417 59	5,417 59
Jones Lake,					1,200 00	1,200 00
Junction,				191,697 40	15,107 42	206,804 82
Kensington and Tacony,					30 00	30 00
Kinzua Creek and Kane,	390 70	19,181 75	3,481 99	23,054 44		23,054 44
Kinzua Valley,		339 91		339 91		339 91
Lake Shore and Michigan Southern,	6,825,185 67	13,254,039 49	311,965 64	20,391,190 80	572,124 74	20,963,315 54
Lehigh and Lackawanna,	27,573 50	55,213 03		82,786 53		82,786 53
Lehigh and Susquehanna,	265,757 70	5,185,171 58	3,402 53	5,454,331 81		5,454,331 81
Lehigh Valley,	2,213,491 89	13,971,814 83	534,143 22	16,719,449 94	1,522,866 93	18,242,316 87
Lewisburg and Tyrone,					27,374 40	27,374 40
Ligonier Valley,	23,125 35	22,256 72		45,382 07		45,382 07
Little Saw Mill Run,	3,981 86	49,855 77	3,643 81	57,481 44	216 63	57,698 07
Little Schuylkill Navigation,					225,061 95	225,061 95
Littlestown,					2,993 97	2,993 97
Lykens Valley,					62,599 79	62,599 79
McKeesport Connecting,		4,230 50		4,230 50		4,230 50
Mahoning Valley,	57 22	1,111 93	1,214 18	2,383 33		2,383 33
Meadville and Linesville,	21,094 44	9,132 43	289 88	30,517 75		30,517 75
Middletown and Hummelstown,	5,796 88	5,265 69	51 37	11,113 94		11,113 94
Mifflin and Centre County,					28,382 70	28,382 70
Mill Creek and Mine Hill,					33,000 00	33,000 00
Mine Hill and Schuylkill Haven,					332,684 00	332,684 00
Monongahela Connecting,		105,618 33		105,618 33	250 00	105,868 33
Mont Alto,	15,709 42	12,890 41		28,599 83		28,599 83
Montour,	7,113 80	29,866 28		36,980 08		36,980 08
Montrose,	8,880 10	15,866 08		24,746 18	44 99	24,791 17
Mount Carbon and Port Carbon,					36,250 00	36,250 00
Mount Jewett, Kinzua and Riterville,		11,316 86		11,316 86		11,316 86
Mount Penn Gravity,	19,298 15	25 50		19,323 65		19,323 65
Mount Pleasant and Broadford,	5,568 57	16,876 53		22,445 10		22,445 10
Nescopec,					1,682 55	1,682 55

TABLE J—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
Nesquehoning Valley,					$76,123 81	$76,123 81
Neversink Mountain,	$8,327 50	$53 76		$8,381 26		8,381 26
New Castle and Beaver Valley,	40,730 99	193,462 52	$481 15	234,674 66		234,674 66
New Castle and Butler,		6,123 74		6,123 74		6,123 74
New York, Lake Erie and Western,	6,616,451 35	22,258,230 10	388,564 68	29,263,246 13	524,999 06	29,788,245 19
New York, Lake Erie and Western Coal,	1,788 87	104,078 58	12,220 89	118,088 34	8,577 95	126,666 29
New York, Lackawanna and Western,					178,510 87	178,510 87
New York, Chicago and St. Louis,	470,435 97	5,534,573 39	10,442 19	6,015,451 55	14,411 66	6,029,863 21
New York and North Pennsylvania,	1,662 78	7,973 89		9,636 67	880 26	10,516 93
New York, Pennsylvania and Ohio,					2,208,023 35	2,208,023 35
New York, Susquehanna and Western,	324,509 86	1,220,017 99	38,287 35	1,582,815 20	25,650 46	1,608,465 66
Nittany Valley,		13,676 49		13,676 49	625 00	14,301 49
Northern Central,	1,412,834 58	4,902,169 45	212,451 85	6,527,455 88	479,148 75	7,006,604 63
North East Pennsylvania,	24,625 63	17,549 01		42,174 64	2,006 80	44,181 44
North Pennsylvania,					899,735 80	899,735 80
North and West Branch,					300,227 21	300,227 21
Ohio and Baltimore Short Line,		3,642 51		3,642 51		3,642 51
Ohio Connecting,					40,896 39	40,896 39
Ontario, Carbondale and Scranton,					91,189 87	91,189 87
Pennsylvania,	19,298,726 65	45,085,146 77	855,849 96	65,239,723 38	5,937,106 69	71,176,830 07
Pennsylvania Company,					2,506,553 13	2,506,553 13
Pennsylvania, Poughkeepsie and Boston,	24,494 85	115,689 80	7,804 49	147,989 14		147,989 14
Pennsylvania Schuylkill Valley,					539,428 91	539,428 91
Pennsylvania and North Western,	59,412 13	778,736 29	2,029 64	840,178 06		840,178 06
Penn Gas Coal Company's Railroad,	6,000 45	1,933 75		7,934 20		7,934 20
People's,	18,415 89	1,531 81		19,947 70		19,947 70
Perkiomen,	54,500 26	214,493 59		268,993 85	450 00	269,443 85
Perry County,	7,612 94	5,341 26		12,954 20		12,954 20

Philadelphia and Baltimore Central,					208,370 78	208,370 78
Philadelphia and Chester Valley,	10,067 05	42,859 95	386 08	53,313 08		53,313 08
Philadelphia and Erie,					1,782,409 02	1,782,409 02
Philadelphia, Germantown & Chestnut Hill,					92,810 21	92,810 21
Philadelphia, Germantown and Norristown,					285,168 36	285,168 36
Philadelphia, Newtown and New York,	81,282 56	32,130 60	447 49	113,860 65		113,860 65
Philadelphia and Reading,	4,474,623 44	16,714,854 65	59,455 51	21,248,933 60	532,886 94	21,781,820 54
Philadelphia and Trenton,					54,175 50	54,175 50
Philadelphia, Wilmington and Baltimore,	3,707,042 97	2,950,688 20	221,378 67	6,879,109 84	123,207 92	7,002,317 76
Pickering Valley,					4,660 64	4,660 64
Pine Creek,	65,946 26	798,168 51		864,114 77		864,114 77
Pittsburgh and Castle Shannon,	38,231 20	60,917 17		99,148 37	2,388 24	101,536 61
Pittsburgh, Chartiers and Youghiogheny,	13,583 79	119,561 91	3,782 48	136,928 18		136,928 18
Pittsburgh, Cincinnati, Chicago and St. Louis,	3,205,297 98	7,490,810 55	155,728 93	10,851,837 46	524,240 40	11,376,077 86
Pittsburgh and Connellsville,	734,649 39	1,903,823 75		2,638,473 14	32,140 00	2,670,613 14
Pittsburgh, Fort Wayne and Chicago,	3,394,917 29	7,865,415 72	105,674 68	11,366,007 69	145,339 43	11,511,347 12
Pittsburgh Junction,	62 70	215,042 27		215,104 97	1,367 37	216,472 34
Pittsburgh and Lake Erie,	564,545 61	3,058,284 79	25,787 73	3,648,618 13		3,648,618 13
Pittsburgh, McKeesport and Youghiogheny,					441,579 00	441,579 00
Pittsburgh and Northern,	2,038 21			2,038 21		2,038 21
Pittsburgh, Virginia and Charleston,					404,892 85	404,892 85
Pittsburgh and Western,	403,327 64	1,016,833 01	16,711 93	1,436,872 58	3,000 00	1,439,872 58
Pittsburgh, Youngstown and Ashtabula,	162,832 42	892,464 50	35,400 13	1,090,697 05		1,090,697 05
Reading and Columbia,	136,982 17	197,743 42		334,725 59		334,725 59
Ridgway and Clearfield,					112,607 79	112,607 79
River Front,					23,270 00	23,270 00
Rupert and Bloomsburg,	2,791 19	4,495 46	3 34	7,289 99	215 00	7,504 99
Salisbury,	701 40	54,146 36		54,847 76		54,847 76
Schuylkill River East Side,	96,287 73	184,723 67		281,011 40		281,011 40
Schuylkill Valley Navigation Railroad,					29,450 00	29,450 00
Shade Creek,		840 00		840 00		840 00
Shamokin Valley and Pottsville,					194,912 24	194,912 24
Sharon,					32,248 75	32,248 75
Sharpsville,	2,975 84	14,397 28	5,817 75	23,190 87		23,190 87
Sheffield and Spring Creek,					300 00	300 00
Sinnemahoning Valley,	10,295 62	104,723 99	88 25	115,107 86		115,107 86
Slate Run,		28,945 83		28,945 83		28,945 83
Somerset County,				5,563 35		5,563 35
Somerset and Cambria,	47,228 86	120,307 00		167,535 86		167,535 86
South Mountain,	15,269 17	19,905 72	31 24	35,206 13		35,206 13
South-West Pennsylvania,					354,662 67	354,662 67
Southern Pennsylvania,					25,286 85	25,286 85
State Line (Pittsburgh),	2 77	12,358 79		12,361 56		12,361 56

TABLE J—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
State Line and Sullivan,					$40,000 00	$40,000 00
Stewartstown,	$3,320 41	$10,461 56	$287 64	$14,069 61		14,069 61
Stony Creek,	17,830 41	10,032 54		27,862 95	1,060 10	28,923 05
Strasburg,					1,200 00	1,200 00
Sunbury, Hazleton and Wilkes-Barre,					259,670 69	259,670 69
Sunbury and Lewistown,					226,101 54	226,101 54
Tioga,	63,205 72	205,469 97	3,941 92	272,617 61		272,617 61
Tionesta Valley,	13,940 78	60,708 30		74,649 08		74,649 08
Tipton,					4,043 26	4,043 26
Trout Run,		5,512 60		5,512 60		5,512 60
Tyrone and Clearfield,					112,500 00	112,500 00
Ursina and North Fork,	95 73	2,733 05		2,828 78		2,828 78
Warren and Farnsworth,	2,079 38	5,910 29	178 00	8,167 67		8,167 67
Waynesburg and Washington,	34,384 52	25,888 77	22 14	60,295 43		60,295 43
West Chester,					12,412 50	12,412 50
Western Maryland,	395,290 63	297,040 69		692,331 32		692,331 32
Western New York and Pennsylvania,	868,972 89	2,693,695 69		3,562,668 58	10,233,399 06	13,796,067 64
Western Pennsylvania,					821,555 32	821,555 32
Wheeling, Pittsburgh and Baltimore,	236,629 03	451,524 00		688,153 03		688,153 03
Wilkes-Barre and Scranton,					48,400 00	48,400 00
Wilkes-Barre and Western,	7,193 66	11,560 15		18,753 81		18,753 81
Williamsport and North Branch,	20,651 97	62,039 94	905 11	83,597 02		83,597 02
Wilmington and Northern,	95,502 09	343,638 92	3,486 30	442,627 31		442,627 31
York and Peach Bottom,					10,208 34	10,208 34
Totals,	$61,815,128 64	$180,124,612 15	$3,992,452 24	$246,202,576 15	$42,750,000 29	$288,952,576 44

TABLE K—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Addison and Pennsylvania,	$36,887 13	$5,751 68	$26,059 27	$6,341 61	$75,039 69
Allegheny and Kinzua,	18,589 90	10,678 34	30,674 90	8,059 14	68,002 28
Allegheny Valley,	426,958 21	260,321 89	683,117 20	88,508 42	1,458,905 72
Altoona and Wapsononock,			220 00	65 65	285 65
Baltimore and Harrisburg,	32,929 03	15,010 15	45,188 28	4,131 56	97,259 02
Baltimore and Philadelphia,	104,430 46	95,070 49	418,786 55	54,691 29	672,978 79
Bangor and Portland,	33,058 20	12,576 48	33,670 11	6,753 60	86,058 39
Barclay Coal Company's Railroad,					20,829 82
Beaver and Elwood,		52 70	1,505 17	86 06	1,643 93
Beech Creek,	128,985 60	109,135 86	222,915 48	86,053 05	547,089 99
Berlin,	8,013 14	482 43	5,102 69	3,067 09	16,665 35
Berlin Branch,	1,781 94		1,876 20	323 51	3,981 65
Bradford, Bordell and Kinzua,	13,436 35	13,705 42	37,474 68	7,245 86	71,862 31
Bradford, Eldred and Cuba,	11,823 68	3,333 04	18,387 24	4,205 46	37,749 42
Buffalo, Rochester and Pittsburgh,	264,709 87	434,130 83	759,491 40	152,354 72	1,610,686 82
Buffalo Run, Bellefonte and Bald Eagle,					26,178 27
Catasauqua and Fogelsville,	21,210 95	11,444 82	27,472 58	199 80	60,328 15
Chartiers,	31,138 65	9,518 37	71,098 98	3,645 57	115,401 57
Clarion River,				1,326 91	1,326 91
Cleveland and Pittsburgh,	470,483 72	537,307 35	1,157,403 40	82,186 96	2,247,381 43
Corning, Cowanesque and Antrim,	148,038 02	61,242 93	278,373 42	42,421 38	530,075 75
Cornwall,	29,420 01	8,972 23	39,197 51	6,386 59	83,976 34
Cornwall and Lebanon,	23,406 77	14,905 85	88,128 09	16,851 31	143,292 02
Confluence and Oakland,	11,316 39	1,364 04	5,484 44	2,824 49	20,989 36
Coudersport and Port Allegany,	13,020 00	1,330 00	14,748 00	2,248 00	31,346 00
Cresson, Clearfield County and New York Short Route,	19,896 82	4,905 26	31,649 94	5,397 56	61,849 58
Cumberland Valley,	252,233 59	172,725 30	313,120 91	45,843 85	783,923 65

TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Delaware and Hudson Canal Company's Railroad,	. . . . .	. . . . .	. . . . .	. . . . .	$1,393,720 88
Delaware, Lackawanna and Western,	$526,688 46	$1,026,390 89	$2,206,912 54	$303,349 95	4,063,341 84
Delaware River and Lancaster,	1,715 59	481 51	4,359 92	312 21	6,869 23
Delaware, Susquehanna and Schuylkill,	2,070 00	. . . . .	. . . . .	657 30	2,727 30
Dillsburg and Mechanicsburg,	. . . . .	. . . . .	. . . . .	. . . . .	18,121 29
Dunkirk, Allegheny Valley and Pittsburgh,	57,024 83	18,203 37	98,763 83	20,464 97	194,457 00
East Broad Top,	20,259 63	19,258 78	36,178 96	7,779 88	83,477 25
Erie and Pittsburgh,	96,322 59	126,178 52	257,328 17	14,309 93	494,139 21
Erie and Wyoming Valley,	81,891 32	68,522 54	246,370 86	21,065 66	417,850 38
Falls Creek,	2,803 89	1,936 32	2,588 76	218 80	7,547 77
Gettysburg and Harrisburg,	11,345 17	3,521 50	14,014 17	3,741 43	32,622 27
Greenlick Narrow Gauge,	414 63	1,232 58	886 09	1,322 52	3,855 82
Huntingdon and Broad Top Mountain,	98,274 29	34,242 81	159,729 98	62,725 05	354,972 13
Ironton,	16,991 82	3,302 43	8,453 32	1,945 82	30,693 39
Junction,	51,289 80	57,476 22	7,865 37	3,968 59	120,599 98
Kinzua Creek and Kane,	3,433 99	3,997 93	9,366 15	1,917 80	18,715 87
Kinzua Valley,	145 16	7 00	317 45	133 82	603 43
Lake Shore and Michigan Southern,	2,963,613 65	2,631,837 88	6,811,941 64	967,635 43	13,375,028 60
Lehigh and Lackawanna,	15,866 19	. .	41,961 67	3,178 00	61,005 86
Lehigh and Susquehanna,	366,968 32	611,961 53	1,293,506 49	141,870 79	2,414,307 13
Lehigh Valley,	2,153,683 02	2,185,912 48	5,353,856 68	2,760,940 01	12,454,392 19
Ligonier Valley,	13,883 24	1,752 20	12,723 38	4,607 15	32,965 97
Little Saw Mill Run,	5,695 02	9,198 74	12,575 24	3,595 31	31,064 31
McKeesport Connecting,	. . . . .	. . . . .	1,023 01	632 61	1,655 62
Mahoning Valley,	. . . . .	. . . . .	. . . . .	. . . . .	2,063 65
Meadville and Linesville,	. . . . .	. . . . .	. . . . .	. . . . .	28,682 11
Middletown and Hummelstown,	3,065 82	1,795 09	10,291 37	396 97	15,549 25

Monongahela Connecting,	8,563 18	5,224 40	22,014 50	8,180 59	43,982 67
Mont Alto,	26,753 40	10,806 57	10,461 24	1,648 15	49,669 36
Montour,	7,532 87	12,336 78	9,992 18	1,480 80	31,342 63
Montrose,	9,838 46	765 35	7,189 92	1,313 66	19,107 39
Mount Jewett, Kinzua and Riterville,	3,062 96	672 85	6,368 08	616 28	10,720 17
Mount Penn Gravity,	1,018 71	1,371 35	13,196 47	8,436 34	18,022 87
Mount Pleasant and Broadford,				184 62	184 62
Neversink Mountain,				8,730 92	8,730 92
New Castle and Beaver Valley,	19,729 49	18,594 17	91,154 93	6,392 45	135,871 04
New Castle and Butler,					5,426 99
New York, Lake Erie and Western,	2,939,051 85	3,307,263 65	11,536,032 16	1,500,268 89	19,282,616 55
New York, Lake Erie and Western Coal,	7,234 83	1,917 97	46,698 13	13,982 43	69,833 36
New York, Lackawanna and Western,					90,018 07
New York, Chicago and St. Louis,	736,007 41	698,012 04	2,843,401 31	508,723 87	4,786,144 63
New York and North Pennsylvania,	4,071 43		3,554 65	261 11	7,887 19
New York, Susquehanna and Western,	135,589 16	127,720 96	425,334 27	166,783 27	855,427 66
Nittany Valley,	1,810 33	742 08	3,912 12	1,232 32	7,696 85
Northern Central,	959,608 75	1,029,543 43	2,565,840 65	234,706 33	4,789,699 16
North East Pennsylvania,	9,825 77		29,587 64	1,677 98	41,091 39
Ohio and Baltimore Short Line,	9,737 98	908 23	6,768 39	2,842 47	20,257 07
Pennsylvania,	8,275,117 34	8,677,680 14	24,182,600 20	2,940,772 15	44,076,169 83
Pennsylvania, Poughkeepsie and Boston,	29,181 81	25,492 49	89,458 60	96,182 17	240,315 07
Pennsylvania and North Western,	223,011 78	35,878 45	321,416 65	27,742 62	608,049 50
Penn Gas Coal Company's Railroad,	11,615 77	357 53	6,233 76		18,207 06
People's,	2,885 28	2,984 40	3,901 27	2,566 66	12,337 61
Perkiomen,	31,885 69		119,107 48	10,009 15	161,002 32
Perry County,	2,158 68	147 20	4,550 29	1,233 26	8,089 43
Philadelphia and Chester Valley,	10,328 99	6,750 00	25,183 64	1,002 25	43,264 88
Philadelphia, Newtown and New York,	21,885 69		64,951 54	4,672 39	91,509 62
Philadelphia and Reading,	2,508,229 17	1,982,654 33	6,444,934 49	695,573 28	11,631,391 27
Philadelphia, Wilmington and Baltimore,	1,234,848 14	1,051,258 38	2,648,495 97	393,845 55	5,328,448 04
Pine Creek,	165,214 94	42,652 08	317,607 76	36,918 10	562,392 88
Pittsburgh and Castle Shannon,		10,871 70	65,523 24	7,786 15	84,181 09
Pittsburgh, Chartiers and Youghiogheny,	21,965 39	20,349 23	50,158 75	10,916 97	103,390 84
Pittsburgh, Cincinnati, Chicago and St. Louis,	1,263,583 82	1,981,034 65	4,181,645 28	456,460 54	7,882,724 29
Pittsburgh and Connellsville,	333,577 91	284,737 53	963,964 52	138,606 74	1,720,886 70
Pittsburgh, Ft. Wayne and Chicago,	1,063,660 49	1,518,467 68	4,009,386 12	466,341 65	7,057,855 94
Pittsburgh Junction,	16,921 56	2,214 34	33,259 93	6,985 42	59,381 25
Pittsburgh and Lake Erie,	881,409 70	375,369 92	1,180,075 90	183,672 20	2,620,527 72
Pittsburgh and Northern,	825 45	545 45	3,024 08	144 00	4,538 98
Pittsburgh and Western,	149,162 11	197,619 09	540,979 61	95,693 58	983,454 39
Pittsburgh, Youngstown and Ashtabula,	199,675 92	99,938 19	353,184 46	31,033 13	683,831 70
Reading and Columbia,	55,265 54	21,410 99	158,047 15	1,654 00	236,377 68

TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Rupert and Bloomsburg,	$1,097 93	$1,726 35	$6,955 65	$166 21	$9,946 14
Salisbury,	8,453 94	1,450 12	12,404 48	4,399 58	26,708 12
Shade Creek,	95 00	13 80	613 70	. . . . .	722 50
Sharpsville,	5,733 06	602 68	12,917 66	2,291 48	21,544 88
Sinnemahoning Valley,	20,000 63	15,640 34	27,980 25	50,475 63	114,096 85
Slate Run,	5,882 98	7,289 46	10,539 42	. . . . .	23,711 86
Somerset County,	1,595 16	109 79	2,801 21	1,490 00	5,996 16
Somerset and Cambria,	42,676 21	13,277 98	55,474 32	19,074 66	130,503 17
South Mountain,	5,530 79	1,291 86	11,012 72	2,405 32	20,240 69
State Line (Pittsburgh),	3,954 71	369 27	5,631 11	1,349 45	11,304 54
Stewartstown,	2,582 65	1,191 81	4,019 33	849 75	8,643 54
Stony Creek,	5,858 92	. . . . .	21,108 40	3,758 97	30,726 29
Tioga,	39,394 92	24,832 88	90,898 72	8,457 52	163,584 04
Tionesta Valley,	24,549 06	5,233 06	9,436 52	9,039 41	48,258 05
Trout Run,	750 00	150 00	3,075 49	. . . . .	3,975 49
Ursina and North Fork,	1,236 81	65 04	1,013 82	. . . . .	2,315 67
Warren and Farnsworth,	2,010 91	458 62	4,940 09	1,164 35	8,573 97
Waynesburg and Washington,	23,259 40	4,587 69	15,948 75	752 58	44,548 42
Western Maryland,	86,160 50	63,604 13	239,504 67	44,858 34	434,127 64
Western New York and Pennsylvania,	626,993 58	507,083 22	1,158,072 17	193,633 42	2,485,782 39
Wheeling, Pittsburgh and Baltimore,	160,173 82	74,894 79	323,496 97	46,153 95	604,719 53
Wilkes-Barre and Western,	3,656 26	4,595 27	8,095 72	. . . . .	16,347 25
Williamsport and North Branch,	16,578 35	3,950 75	16,723 35	5,333 56	42,586 01
Wilmington and Northern,	75,232 23	52,849 44	204,079 47	43,048 18	375,209 32
Totals,	$31,140,520 93	$30,930,737 73	$86,537,102 81	$13,468,966 24	$163,662,368 79

TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Other expenses, including interest, rentals, taxes, etc.	Total expenditures for the year.	Net income on June 30, 1891.	Deficit on June 30, 1891.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Addison and Pennsylvania,	$37,347 74	$112,387 43		$7,512 11	81	$1,830 23
Allegheny and Kinzua,	21,032 10	89,034 38	$2,639 29		75	
Allegheny Valley,	1,269,220 53	2,728,126 25		164,992 17	56.97	5,604 71
Allentown,	240 00	240 00	3,001 16			
Allentown Terminal,	18,000 00	18,000 00				
Altoona and Wapsononock,		285 65	190 44		60	
Bald Eagle Valley,	36,884 50	36,884 50	228,168 07			
Baltimore and Harrisburg,	53,095 18	150,354 20	1,871 67		64	
Baltimore and Philadelphia,	252,622 67	925,601 46		160,883 67	88.35	
Bangor and Portland,	43,082 21	129,140 60	7,461 08		63.05	2,647 13
Barclay Coal Company's Railroad,	9,708 32	30,538 14				
Beaver and Elwood,	1,250 00	2,893 93		1,514 34	119.15	547 97
Bedford and Bridgeport,	1,636 87	1,636 87	17,164 97			
Beech Creek,	323,690 62	870,780 61	230,456 39		51.27	4,025 24
Berlin,	37 30	16,702 65		10,337 27	261.81	
Berlin Branch,	2,989 19	6,970 84		2,963 78		615 02
Bradford, Bordell and Kinzua,	29,441 38	101,303 69		10,783 97	79.38	1,442 43
Bradford, Eldred and Cuba,	35,925 12	73,674 54		35,697 12	99.4	1,100 88
Buffalo, Rochester and Pittsburgh,	764,931 61	2,375,618 43	74,462 29		66.6	5,290 30
Buffalo Run, Bellefonte and Bald Eagle,	28,093 13	54,271 40		14,324 02		
Cambria and Clearfield,	6,538 23	6,538 23	27,582 46			
Catasauqua and Fogelsville,	10,754 14	71,082 29		2,513 13	54.82	2,209 82
Catawissa,	8,811 19	8,811 19				
Chartiers,	163,757 04	279,158 61				4,914 89
Cherry Grove,	300 00	300 00				
Chester Creek,	12,004 98	12,004 98				
Chestnut Hill,	2,000 00	2,000 00				
Clarion River,		1,326 91	566 95			
Cleveland and Pittsburgh,	1,266,242 34	3,513,623 77			64.47	10,033 85

TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Other expenses, including interest, rentals, taxes, etc.	Total expenditures for the year.	Net income on June 30, 1891.	Deficit on June 30, 1891.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Colebrookdale,	$36,240 00	$36,240 00		$22,949 20		
Columbia and Port Deposit,	42,764 42	42,764 42	$130,129 37			
Connecting,	63,294 90	63,294 90				
Corning, Cowanesque and Antrim,	159,962 17	690,037 92	33,247 20		73.29	$5,669 25
Cornwall,	5,327 26	89,303 60	31,029 51		69.7	6,627 96
Cornwall and Lebanon,	61,400 99	204,693 01	36,538 75		59.4	5,940 79
Confluence and Oakland,	10,426 11	31,415 47		11,131 33	103.47	
Coudersport and Port Allegany,	8,460 00	39,806 00			47	
Cresson, Clearfield County and New York Short Route,		61,849 58	62,577 96			
Cumberland Valley,	34,541 05	818,464 70	233,997 96		75.50	5,408 98
Delaware and Hudson Canal Company's Railroad,	1,284,158 38	2,677,879 26		1,292,668 95		10,974 00
Delaware, Lackawanna and Western,	7,956,039 87	12,019,381 71	2,408,133 50		55.22	19,225 61
Delaware River and Lancaster,	18,600 00	25,469 23		21,552 58	134.06	567 70
Delaware, Susquehanna and Schuylkill,		2,727 30	128,654 23			
Dillsburg and Mechanicsburg,	6,358 51	24,479 80	680 93			
Downingtown and Lancaster,	15,300 66	15,300 66		28,936 83		
Dunkirk, Allegheny Valley and Pittsburgh,	10,492 91	204,949 91	60,662 87		73.21	2,146 32
East Broad Top,	39,375 06	122,852 31		37 55	68.61	1,875 05
East Mahanoy,	2,193 00	2,193 00				
Elmira and Williamsport,	109,117 04	109,117 04				
Erie and Pittsburgh,	463,796 39	957,935 60			70.04	4,884 25
Erie and Wyoming Valley,	245,020 55	662,870 93	37,365 14		64.50	6,712 45
Falls Creek,		7,547 77		2,451 06		
Fayette County,	1 50	1 50				
Ferney Mountain,		6,300 00				
Gettysburg and Harrisburg,	19,073 79	51,696 06		16,466 34	92.60	1,294 53
Greenlick Narrow Gauge,		3,855 82		2,463 81		
Hanover and York,	14,095 54	14,095 54	20,922 11			

Harrisburg, Portsmouth, Mt. Joy and Lancaster,	34,054 77	34,054 77	. . . . .	. . . . .	. . . . .	. . . . .
Huntingdon and Broad Top Mountain,	123,455 00	478,427 13	228,197 05	. . . . .	50.23	. . . . .
Ironton,	1,990 40	32,683 79	11,959 77	. . . . .	69.13	. . . . .
Johnsonburg,	14,025 15	14,025 15	. . . . .	8,607 56	. . . . .	. . . . .
Junction,	46,212 75	166,812 73	39,992 09	. . . . .	62.94	. . . . .
Kensington and Tacony,	190 26	190 26	. . . . .	160 26	. . . . .	. . . . .
Kinzua Creek and Kane,	. . . . .	18,715 87	4,338 57	. . . . .	. . . . .	. . . . .
Kinzua Valley,	. . . . .	603 43	. . . . .	263 52	. . . . .	. . . . .
Lake Shore and Michigan Southern,	4,305,069 56	17,680,098 16	3,283,217 38	. . . . .	65.60	9,254 28
Lehigh and Lackawanna,	. . . . .	61,005 86	21,780 67	. . . . .	. . . . .	1,697 43
Lehigh and Susquehanna,	. . . . .	2,414,307 13	3,040,024 68	. . . . .	. . . . .	10,737 89
Lehigh Valley,	3,701,427 84	16,155,820 03	2,086,496 84	. . . . .	74.49	. . . . .
Lewisburg and Tyrone,	13,334 15	13,334 15	14,040 25	. . . . .	. . . . .	. . . . .
Ligonier Valley,	4,737 95	37,703 92	7,678 15	. . . . .	72.64	. . . . .
Little Saw Mill Run,	16,352 92	47,417 23	10,280 84	. . . . .	54.04	10,354 77
Little Schuylkill Navigation,	35,413 22	35,413 22	189,648 73	. . . . .	. . . . .	. . . . .
Littlestown,	2,990 33	2,990 33	3 64	. . . . .	. . . . .	. . . . .
Lykens Valley,	1,726 96	1,726 96	60,872 83	. . . . .	. . . . .	. . . . .
McKeesport Connecting,	. . . . .	1,655 62	2,574 88	. . . . .	39.13	. . . . .
Mahoning Valley,	. . . . .	2,063 65	319 68	. . . . .	. . . . .	. . . . .
Meadville and Linesville,	. . . . .	28,682 11	1,935 64	. . . . .	. . . . .	. . . . .
Middletown and Hummelstown,	88 56	15,637 81	. . . . .	4,523 87	. . . . .	2,355 94
Mifflin and Centre County,	14,023 50	14,023 50	14,359 20	. . . . .	. . . . .	. . . . .
Mill Creek and Mine Hill,	712 21	712 21	32,287 79	. . . . .	. . . . .	. . . . .
Mine Hill and Schuylkill Haven,	21,867 07	21,867 07	310,816 93	. . . . .	. . . . .	. . . . .
Monongahela Connecting,	19,173 57	63,156 24	42,712 00	. . . . .	41.64	. . . . .
Mont Alto,	7,692 04	57,361 40	. . . . .	28,761 57	173	2,776 37
Montour,	. . . . .	31,342 63	5,637 45	. . . . .	. . . . .	. . . . .
Montrose,	535 17	19,642 56	5,148 61	. . . . .	77.04	682 40
Mount Carbon and Port Carbon,	2,391 60	2,391 60	33,858 40	. . . . .	. . . . .	. . . . .
Mount Jewett, Kinzua and Riterville,	600 00	11,320 17	3 31	. . . . .	80.4	. . . . .
Mount Penn Gravity,	237 22	18,260 09	1,063 56	. . . . .	. . . . .	. . . . .
Mount Pleasant and Broadford,	9 03	193 65	22,251 45	. . . . .	. . . . .	. . . . .
Nescopec,	11,062 21	11,062 21	. . . . .	9,379 66	. . . . .	. . . . .
Nesquehoning Valley,	5,346 31	5,346 31	70,777 50	. . . . .	. . . . .	. . . . .
Neversink Mountain,	. . . . .	8,730 92	. . . . .	349 66	$104\frac{1}{6}$	. . . . .
New Castle and Beaver Valley,	94,902 40	230,773 44	3,901 22	. . . . .	57.81	9,070 16
New Castle and Butler,	91 04	5,518 03	605 71	. . . . .	. . . . .	. . . . .
New York, Lake Erie and Western,	7,199,314 02	26,481,930 57	3,306,314 62	. . . . .	65.89	13,358 66
New York, Lake Erie and Western Coal,	47,778 36	117,611 72	9,054 57	. . . . .	. . . . .	. . . . .
New York, Lackawanna and Western,	. . . . .	90,018 07	88,492 80	. . . . .	59.14	1,492 48
New York, Chicago and St. Louis,	1,011,570 38	5,797,715 01	232,148 20	. . . . .	79.56	9,150 97
New York and North Pennsylvania,	3,060 55	10,947 74	. . . . .	430 81	82	1,575 43

TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Other expenses, including interest, rentals, taxes, etc.	Total expenditures for the year.	Net income on June 30, 1891.	Deficit on June 30, 1891.	Percent. of operating expenses to earnings.	Expenses per mile of road operated.
New York, Pennsylvania and Ohio,	$2,092,568 93	$2,092,568 93	$115,454 42			
New York, Susquehanna and Western,	552,924 62	1,408,352 28	200,113 38		53.97	$5,438 88
Nittany Valley,	3,375 00	11,071 85	3,229 64		56.3	
Northern Central,	1,596,885 21	6,386,584 37	620,020 26		73.37	12,846 87
North East Pennsylvania,	23,732 57	64,823 96		$20,642 52	97.43	1,605 13
North Pennsylvania,	522,741 80	522,741 80	376,994 00			
North and West Branch,	105,132 42	105,132 42	195,094 79			
Ohio and Baltimore Short Line,	25,079 66	45,336 73		41,694 22	556.12	
Ohio Connecting,	40,896 39	40,896 39				
Ontario, Carbondale and Scranton,	78,194 75	78,194 75	12,995 12			
Pennsylvania,	17,753,168 93	61,829,338 76	9,347,491 31		67.56	17,750 18
Pennsylvania Company,	1,476,291 40	1,476,291 40	1,030,261 73			
Pennsylvania, Poughkeepsie and Boston,	198,597 28	438,912 35		290,923 21	162.38	1,557 12
Pennsylvania Schuylkill Valley,	394,524 74	394,524 74	144,904 17			
Pennsylvania and Northwestern,	99,677 50	707,727 00	132,451 06		72	7,795 51
Penn Gas Coal Company's Railroad,		18,207 06		10,272 86		756 91
People's,		12,337 61	7,610 09			
Perkiomen,	99,549 65	260,551 97	8,891 88		59.85	4,181 87
Perry County,	3,060 55	11,149 43	1,804 77			728 77
Philadelphia and Baltimore Central,	179,573 73	179,573 73	28,797 05			
Philadelphia and Chester Valley,	18,557 04	61,821 92		8,508 84	81.15	2,012 32
Philadelphia and Erie,	1,332,668 95	1,332,668 95	449,740 07			
Philadelphia, Germantown and Chestnut Hill,	50,459 56	50,459 56	42,350 65			
Philadelphia, Germantown and Norristown,	23,917 33	23,917 33	261,251 03			
Philadelphia, Newtown and New York,	42,000 00	133,509 62		19,648 97	80.40	4,594 32
Philadelphia and Reading,	8,086,913 10	19,718,304 37	2,063,516 17		54.74	13,151 73
Philadelphia and Trenton,	4,765 50	4,765 50	49,410 00			
Philadelphia, Wilmington and Baltimore,	882,664 71	6,211,112 75	791,205 01		77.46	10,264 78
Pickering Valley,	23,501 00	23,501 00		18,840 36		

Pine Creek,	260,426 13	822,819 01	41,295 76		65.83	7,518 62
Pittsburgh and Castle Shannon,	14,460 00	98.641 09	2,895 52		84.09	12,950 73
Pittsburgh, Chartiers and Youghiogheny,	46,609 58	150,000 42		13,072 24	75.35	6,802 02
Pittsburgh, Cincinnati, Chicago and St. Louis,	3,160,585 14	11,043,309 43	332,768 43		72.50	6,887 66
Pittsburgh and Connellsville,	1,385,474 76	3,106,361 46		335,747 32	62.22	
Pittsburgh, Ft. Wayne and Chicago,	3,544,501 39	10,602,357 33	908,989 79		62.10	15,020 23
Pittsburgh Junction,	125,545 19	184,926 44	31,545 90		27.60	9,065 84
Pittsburgh and Lake Erie,	722,257 20	3,342,784 92	305,833 21		71.82	16,025 73
Pittsburgh, McKeesport and Youghiogheny,	225,000 00	225,000 00	216,579 00			
Pittsburgh and Northern,	237 08	4,776 06		2,737 85		1,274 99
Pittsburgh, Virginia and Charleston,	186,527 03	186,527 03	218,365 82			
Pittsburgh and Western,	479,616 72	1,463,071 11		23,198 53	68.44	4,597 73
Pittsburgh, Youngstown and Ashtabula,	406,865 35	1,090,697 05			62.20	5,753 29
Pomeroy and Newark,	991 78	991 78		23,093 20		
Reading and Columbia,	138,133 80	374,511 48		39,785 89	70.62	3,181 39
Ridgway and Clearfield,	29,096 93	29,096 93	83,510 86			
River Front,	9,740 30	9,740 30	13,529 70			
Rupert and Bloomsburg,	57 57	10,003 71		2,498 72	136.44	6,216 33
Salisbury,	11,032 53	37,740 65	17,107 11		48.69	
Schuylkill River, East Side,	225,000 00	225,000 00	56,011 40			
Schuylkill Valley Navigation Railroad,	698 50	698 50	28,751 50			
Shade Creek,		722 50	117 50			
Sharon Valley and Pottsville,	142,608 35	142,608 35	52,303 89			
Sharon,	9,114 82	9,114 82	23,133 93			
Sharpsville,	14,851 70	36,396 58		13,205 71	93	1,267 35
Sinnemahoning Valley,	1,042 19	115,139 04		31 18		9,329 25
Slate Run,	233 56	23,945 42	5,000 41			
Somerset County,		5,996 16		432 81		
Somerset and Cambria,	32,841 99	163,345 16	4,190 70		77.89	
South Mountain,	6,919 83	27,160 52	8,045 61		57.50	1,239 47
South-West Pennsylvania,	119,958 36	119,958 36	234,704 31			
Southern Pennsylvania,	25,001 36	25,001 36	285 49			
State Line (Pittsburgh),	84 99	11,389 53	972 03		91.44	
State Line and Sullivan,			40,000 00			
Stewartstown,		8,643 54	5,426 07		61.40	
Stony Creek,	27,844 32	58,570 61		29,647 56	110.27	2,926 31
Sunbury, Hazleton and Wilkes-Barre,	152,336 55	152,336 55	107,334 14			
Sunbury and Lewistown,	130,360 03	130,360 03	95,741 51			
Susquehanna and Clearfield,	14,743 74	14,743 74	15,300 91	15,300 91		
Tioga,	67,708 04	231,292 08	41,325 53		60	2,527 56
Tionesta Valley,	1,519 08	49,777 13	24,871 95		64.64	2,681 00
Tipton,	7 40	7 40	4,035 86			
Trout Run,		3,975 49	1,537 11			

TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Other expenses, including interest, rentals, taxes, etc.	Total expenditures for the year.	Net income on June 30, 1891.	Deficit on June 30, 1891.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Tyrone and Clearfield,	$52,500 00	$52,500 00	$60,000 00			
Ursina and North Fork,	111 81	2,427 48	401 30			
Warren and Farnsworth,	136 55	8,710 52		$542 85		$561 85
Waynesburg and Washington,	7,405 32	51,953 74	8,341 69		73.88	1,582 54
West Chester,	4,162 50	4,162 50	8,250 00			
Western Maryland,	351,679 36	785,807 00		93,475 68	63	
Western New York and Pennsylvania,	1,650,216 32	4,135,998 71	9,660,068 93		69.07	3,888 22
Western Pennsylvania,	236,724 75	236,724 75	584,830 57			
Wheeling, Pittsburgh and Baltimore,	280,302 43	885,021 96		196,868 93	87.87	
Wilkes-Barre and Scranton,	23,400 00	23,400 00	25,000 00			
Wilkes-Barre and Western,	2,370 00	18,717 25	36 56			
Williamsport and North Branch,	27,372 23	69,958 24	13,638 78		50.94	1,577 25
Wilmington and Northern,	28,599 57	403,808 89	38,818 42		84.77	4,243 96
York and Peach Bottom,	10,208 34	10,208 34				
Totals,	$81,853,757 23	$245,522,426 02	$46,149,482 20	$3,063,188 95		

TABLE L—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny and Kinzua,		12	1	7		1	1	20
Allegheny Valley,			4	33	19	5	23	38
Altoona and Wapsononock,				1				1
Baltimore and Harrisburg,		1		2	1	1	1	4
Bangor and Portland,						1		1
Barclay Coal Company's Railroad,				1				1
Beech Creek,		1		15	2	1	2	17
Bradford, Bordell and Kinzua,		3		1		1		5
Buffalo, Rochester and Pittsburgh,		16	15	203	14	30	29	249
Buffalo Run, Bellefonte and Bald Eagle,				1				1
Chartiers,		1		13	1		1	14
Cleveland and Pittsburgh,			1	3		2	1	5
Corning, Cowanesque and Antrim,		1	2	36	1		3	37
Cornwall and Lebanon,				4	1	1	1	5
Cresson, Clearfield County and New York Short Route,	1			1		1	1	2
Cumberland Valley,	1	1		4	3	5	4	10
Delaware and Hudson Canal Company's Railroad,	1	2	6	33	16	22	23	57
Delaware, Lackawanna and Western,		1	7	18	11	14	18	33
Delaware, Susquehanna and Schuylkill,				15				15
Dunkirk, Allegheny Valley and Pittsburgh,			3	17	1	1	4	18
East Broad Top,						1		1
Erie and Pittsburgh,			4	12	3	7	7	19
Falls Creek,				1				1
Huntingdon and Broad Top Mountain,			1	9	2		3	9
Junction,			1		1	1	2	1
Kinzua Creek and Kane,			1				1	
Lake Shore and Michigan Southern,		1	2	10	7	7	9	18
Lehigh Valley,	1	1	36	82	47	59	84	142
Mahoning Valley,				1				1
Monongahela Connecting,			2			2	2	2

TABLE L—ACCIDENTS.—CONTINUED.

NAME OF COMPANY	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Mount Jewett, Kinzua and Riterville,				1				1
Mount Penn Gravity,	3	14	1				4	14
New Castle and Beaver Valley,		1		5	2		2	6
New York, Lake Erie and Western,		1	16	200	15	20	31	221
New York, Lake Erie and Western Coal,			1	1		1	1	2
New York, Chicago and St. Louis			3	13	3	3	6	16
New York, Pennsylvania and Ohio,		7	4	54	6	10	10	71
Northern Central,		12	8	224	31	38	39	274
Pennsylvania,	15	254	140	2,727	337	547	492	3,528
Pennsylvania, Poughkeepsie and Boston,	1		1	2	2		4	2
Pennsylvania and North Western,			7	26	5	6	12	32
Perkiomen,			1			2	1	2
Philadelphia, Newtown and New York,				1				1
Philadelphia and Reading,	14	16	70	162	104	103	188	281
Philadelphia, Wilmington and Baltimore,	4	38	15	133	41	64	60	235
Pine Creek,			3	14	1	1	4	15
Pittsburgh and Castle Shannon,				1				1
Pittsburgh, Chartiers and Youghiogheny,		1		3		1		5
Pittsburgh, Cincinnati, Chicago and St. Louis,	2	67	35	911	71	102	108	1,080
Pittsburgh and Connellsville,	2	1	17	34	33	18	52	53
Pittsburgh, Fort Wayne and Chicago,		10	11	232	16	51	27	293
Pittsburgh and Lake Erie,	1	4	19	91	28	17	48	112
Pittsburgh and Northern,				1	1		1	1
Pittsburgh and Western,		6	10	123	5	14	15	143
Pittsburgh, Youngstown and Ashtabula,				3	1	1	1	4
Reading and Columbia,				5	2	2	2	7
Sharpsville,			1	1			1	1
Slate Run,			1	1			1	1
Somerset and Cambria,					1	1	1	1
Tioga,				19	1	1	1	20

Waynesburg and Washington,				1				1
Western Maryland,	1	6	1	6	1		3	12
Western New York and Pennsylvania,		14	9	45	12	13	21	72
Wheeling, Pittsburgh and Baltimore,		3	4	8	7	1	11	12
Williamsport and North Branch,				3				3
Wilmington and Northern,			1	6	4	4	5	10
Totals,	47	496	465	5,580	860	1,184	1,372	7,260

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Addison and Pennsylvania,	$511,400 00	$590,500 00	$29,525 00	$29,525 00	$29,525 00
Allegheny and Kinzua,					500,000 00
Allegheny Valley,	2,166,500 00	2,166,500 00	2,166,500 00	2,166,500 00	2,166,500 00
Allentown,	1,268,844 47	1,268,844 47	1,268,844 47	1,268,844 47	1,268,844 47
Allentown Terminal,			225,000 00	450,000 00	450,000 00
Altoona and Wapsononock,					27,600 00
Arnot and Pine Creek,	255,000 00	255,000 00	255,000 00	255,000 00	255,000 00
Bald Eagle Valley,	935,000 00	935,000 00	935,000 00	1,535,000 00	1,535,000 00
Baltimore and Cumberland Valley,	76,700 00	76,700 00	76,700 00	76,700 00	76,700 00
Baltimore and Cumberland Valley Extension,	270,000 00	270,000 00	270,000 00	270,000 00	270,000 00
Baltimore and Harrisburg,		720,000 00	720,000 00	720,000 00	720,000 00
Baltimore and Harrisburg Western Extension,					240,000 00
Baltimore and Philadelphia,	3,000,000 00	3,000,000 00	5,000,000 00	4,996,850 00	4,996,850 00
Baltimore and Ohio Short Line,	3,000,000 00	3,000,000 00			
Bangor and Portland,	121,100 00	121,100 00	121,100 00	121,100 00	121,100 00
Barclay Coal Company's Railroad,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Beaver and Elwood,					50,000 00
Bedford and Bridgeport,	599,650 00	599,650 00	599,650 00	599,650 00	600,000 00
Beech Creek,	5,000,000 00	5,000,000 00	5,000,000 00	5,000,000 00	5,000,000 00
Bell's Gap,	550,000 00	550,000 00	550,000 00		
Bellefonte, Nittany and Lemont,	300,000 00	300,000 00	300,000 00		
Bellefonte and Eastern,			250,000 00		

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889–90.	1890–91.
Bellevue and Pittsburgh,					
Berlin.					$1,000 00
Berlin Branch,	$50,000 00	$50,000 00	$50,000 00	$50,000 00	50,000 00
Bethlehem and Belvidere,	43,195 19	43,195 19	43,195 19	43,195 19	43,193 19
Bloomsburg Belt,	10,000 00	10,000 00	10,000 00		
Braddock and Pittsburgh,					1,000 00
Bradford,					2,000 00
Bradford, Bordell and Kinzua,			100,000 00		84,000 00
Bradford, Bordell and Smethport,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Bradford, Eldred and Cuba,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Bradford, Richburg and Cuba,	480,000 00	480,000 00	480,000 00	480,000 00	480,000 00
Brockport and Shawmut,	31,000 00	31,000 00	100,000 00	31,000 00	
Brockwayville and Punxsutawney,				22,500 00	22,500 00
Buffalo, Bradford and Pittsburgh,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Buffalo, New York and Philadelphia,	2,286,400 00	2,286,400 00	2,286,400 00	2,286,400 00	2,286,400 00
Buffalo, Rochester and Pittsburgh,	20,320,876 88	20,333,296 88			
Buffalo Run, Bellefonte and Bald Eagle,		12,000,000 00	12,000,000 00	12,000,000 00	12,000,000 00
Bustleton,		369,000 00	388,050 00	428,050 00	428,050 00
Cambria and Clearfield,					100,000 00
Catasauqua and Foglesville,			300,000 00	300,000 00	600,000 00
Catawissa,	426,900 00	426,900 00	426,900 00	426,900 00	426,900 00
Central Pennsylvania,	4,359,500 00	4,359,500 00	4,359,500 00	4,359,500 00	4,359,500 00
Chambersburg and Gettysburg,				13,300 00	13,300 00
Chartiers,					200,000 00
Cherry Grove,	647,850 00	645,300 00	645,250 00	645,300 00	645,300 00
Chester Creek,	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Chester and Delaware River,	185,000 00	185,000 00	185,000 00	272,100 00	272,100 00
Chester Valley,	39,550 00	39,550 00	39,550 00	39,550 00	39,550 00
Chestnut Hill,	871,900 00	871,900 00			
Clarion River,	120,650 00	120,650 00	120,650 00	120,650 00	120,650 00
Clermont and Bradford,					50,400 00
Clearfield and Jefferson,		3,125 00	3,125 00	3,125 00	
Clermont and Kinzua,	435,000 00	1,000,000 00	1,000,000 00		
Cleveland and Pittsburgh,			3,125 00		
Coal Glen,	11,236,500 00	11,236,350 00	11,236,350 00	11,247,057 26	11,247,314 36
Colebrookdale,				1,000 00	1,000 00
Columbia and Port Deposit,	297,215 00	297,215 00	297,215 00	297,215 00	297,215 00
	497,100 00	497,100 00	497,100 00	497,100 00	600,000 00

Connecting,	1,278,300 00	1,278,300 00	1,278,300 00	1,278,300 00	1,278,300 00
Corning, Cowanesque and Antrim,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Cornwall,	300,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Cornwall and Lebanon,	600,000 00	600,000 00	600,000 00	600,000 00	800,000 00
Cornwall and Mt. Hope,	100,000 00				
Confluence and Oakland,				200,000 00	200,000 00
Coudersport, Galeton and Ansonia,					3,610 00
Coudersport, Hornellsville and Lackawanna,				44,000 00	11,000 00
Coudersport and Pine Creek,				50,000 00	
Coudersport and Port Allegany,	150,000 00	150,000 00	150,000 00	150,000 00	174,000 00
Coudersport and West Branch,				88,500 00	85,000 00
Cresson, Clearfield County and New York Short Route,	1,000,000 00	1,000,000 00	1,000,000 00		1,000,000 00
Cumberland Valley,	1,777,850 00	1,777,850 00	1,777,850 00	1,777,850 00	1,777,850 00
Danville and Riverside,	3,790 00	3,790 00	3,790 00	3,790 00	3,790 00
Danville and Shamokin,	6,700 00	26,710 00	26,710 00	26,710 00	26,710 00
Dauphin and Berks,					100,006 00
Delaware and Hudson Canal Company's Railroad,	24,500,000 00	24,500,000 00	24,500,000 00	24,500,000 00	30,000,000 00
Delaware, Lackawanna and Western,	26,200,000 00	26,200,000 00	26,200,000 00	26,200,000 00	26,200,000 00
Delaware River and Lancaster,	21,984 00	21,987 00	27,887 00	235,000 00	239,550 00
Delaware, Susquehanna and Schuylkill,				76,000 00	376,264 00
Dillsburg and Mechanicsburg,	89,700 00	89,700 00	89,800 00	89,800 00	89,800 00
Downingtown and Lancaster,			250,000 00	300,000 00	405,650 00
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00
East Broad Top,	796,448 00	796,448 00	796,448 00	815,589 43	815,589 43
East Brandywine and Waynesburg,	155,450 00	155,450 00			
East Mahanoy,	479,700 00	479,700 00	497,700 00	497,750 00	479,750 00
East Pennsylvania,	1,714,950 00	1,714,950 00	1,914,950 00	1,730,450 00	1,730,450 00
Eastern Heights,			1,500 00	1,500 00	1,500 00
Easton and Bangor Railway Company,	300,000 00	300,000 00	300,000 00		
Easton and Bangor Railroad Company,	10,000 00				
Easton and Philadelphia,	10,000 00				
Ebensburg and Cresson,	42,000 00	42,000 00	42,000 00	42,000 00	42,000 00
Edgewood,	15,000 00	15,000 00	15,000 00	15,000 00	15,000 00
Elmira and Williamsport,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Ellwood Short Line,					300,000 00
Emporium and Rich Valley,					10,000 00
Erie and Pittsburgh,	1,101,550 00	1,101,550 00	1,101,550 00	1,998,400 00	1,998,400 00
Erie and Wyoming Valley,	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00
Evergreen,	25,000 00	25,000 00			
Fairchance and State Line,	2,515 00	2,515 00	2,575 00	2,515 00	2,515 00
Falls Creek,				30,000 00	30,000 00
Fayette County,	125,395 71	125,395 71	125,395 71	107,400 00	107,400 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Ferney Mountain,					$20,000 00
Fort Pitt Ineline Plane,	$60,000 00				
Frankford Creek,				$10,000 00	
Frankford and Delaware,					2,800 00
Frankford and Holmesburg,	100,000 00	$100,000 00	$100,000 00	100,000 00	
Gettysburg and Harrisburg,		250,000 00	250,000 00	250,000 00	250,000 00
Grassy Island,			10,000 00	10,000 00	10,000 00
Greenlick Narrow Gauge,	31,650 00	31,650 00	31,650 00	31,650 00	31,650 00
Hanover Junction, Hanover and Gettysburg,	116,850 00				
Hanover and York,	220,750 00	224,250 00	224,250 00	224,250 00	224,250 00
Harrisburg and Bedford,					30,000 00
Harrisburg and Potomac,	379,165 20	379,165 20	309,165 20	331,000 00	
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00
Harrisburg Terminal,				10,000 00	
Harrisburg and Western,	150,180 00	150,180 00	150,180 00		
Homer and Susquehanna,					10,500 00
Hornellsville, Coudersport and Westport,					20,000 00
Huntingdon and Broad Top Mountain,	3,354,350 00	3,354,350 00	3,355,200 00	3,362,300 00	3,362,300 00
Ironton,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Jamestown and Franklin,	601,810 50	601,810 50	601,810 50	607,243 00	607,243 00
Jefferson,	2,096,050 00	2,096,050 00	2,096,050 00	2,096,050 00	2,096,050 00
Johnsonburg,				200,000 00	200,000 00
Johnsonburg and Bradford,			21,000 00	21,000 00	21,000 00
Jones Lake,		20,000 00	20,000 00	20,000 00	20,000 00
Junction,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Kendall and Eldred,			150,000 00		90,000 00
Kensington and Taeony,	2,500 00	100,000 00	100,000 00	100,000 00	200,000 00
Kettle Creek,				2,800 00	2,800 00
Kinzua,			100,000 00		84,000 00
Kinzua Creek and Kane,			21,000 00	54,600 00	65,600 00
Kinzua Hemlock,					60,000 00
Kinzua Valley,					31,876 12
Lackawanna and Montrose,				2,495 00	27,934 89
Lancaster and Reading Narrow Gauge,	82,720 00	85,000 00	82,720 00	82,720 00	82,720 00
Lake Shore and Michigan Southern,	50,000,000 00	50,000,000 00	50,000,000 00	50,000,000 00	50,000,000 00
Lawrence,	500,000 00				
Lebanon and Reading,				30,000 00	30,000 00

Lehigh and Lackawanna,	375,100 00	370,500 00	370,500 00	370,500 00	370,500 00
Lehigh Valley,	33,218,850 00	33,234,850 00	40,220,960 00	40,441,100 00	40,441,100 00
Lewisburg and Tyrone,	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Ligonier Valley,	100,000 00	150,000 00	150,000 00	10,000 00	160,000 00
Little Saw Mill Run,	144,375 00	144,375 00	144,375 00	144,375 00	144,375 00
Little Schuylkill Navigation,	2,487,850 00	2,487,850 00	2,487,850 00	2,487,850 00	2,487,850 00
Littlestown,	34,850 00	34,850 00	34,850 00	34,850 00	34,850 00
Loyalsock,	38,101 04	51,249 99	71,623 15	154,194 22	213,588 91
Lykens Valley,	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
McKean and Buffalo,			400,000 00		400,000 00
McKeesport,				20,000 00	20,000 00
McKeesport and Belle Vernon,		15,400 00	600,000 00	700,000 00	
McKeesport and Bessemer,			2,200 00	2,200 00	2,200 00
McKeesport Connecting,				800 00	800 00
Mahoning Valley,					45,000 00
Manayunk and Philadelphia,					2,600 00
Martin's Creek,	4,000 00	4,000 00	30,000 00	30,000 00	30,000 00
Meadville and Linesville,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Middletown and Hummelstown,			10,000 00	60,010 00	175,000 00
Mifflin and Centre County,	167,775 00	167,775 00	167,775 00	167,775 00	167,775 00
Mill Creek and Mine Hill,	323,375 00	323,375 00	323,375 00	323,375 00	323,375 00
Mine Hill and Schuylkill Haven,	4,081,900 00	4,081,900 00	4,081,900 00	4,081,900 00	4,210,200 00
Mineral Ridge,				800 00	
Monongahela Connecting,	300,000 00	300,000 00	300,000 00	445,000 00	445,000 00
Monongahela and Chartiers,					2,800 00
Monongahela Incline Plane,	140,000 00				
Mont Alto,	110,000 00	110,000 00	110,000 00	110,000 00	110,000 00
Montgomery, Philadelphia and Delaware River,					2,400 00
Montour,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Montrose,	304,900 00	304,900 00	304,900 00	304,900 00	304,900 00
Mount Carbon and Port Carbon,	282,350 00	282,350 00	282,350 00	282,350 00	282,350 00
Mount Jewett, Kinzua and Riterville,					80,000 00
Mount Oliver Incline Plane,	31,616 00				
Mount Penn Gravity,				100,000 00	100,000 00
Mount Pleasant and Broadford,	150,500 00	150,500 00	150,500 00	150,500 00	150,500 00
Mount Pleasant and Latrobe,	6,500 00	6,500 00	6,500 00	6,500 00	13,000 00
Nescopec,	24,000 00	259,000 00	259,000 00	259,000 00	259,000 00
Nesquehoning Valley,	1,400,000 00	1,400,000 00	1,412,500 00	4,412,500 00	1,418,600 00
Neversink Mountain,				64,450 00	65,000 00
Newry,	11,925 00	11,925 00	11,925 00		
New Castle and Beaver Valley,	700,000 00	700,000 00	700,000 00	700,000 00	700,000 00
New Castle and Butler,			20,000 00	20,000 00	20,000 00
New Castle Railroad and Mining,	100,000 00	100,000 00	100,000 00		

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889–90.	1890–91.
New Castle and Shenango Valley,			$250,000 00	$292,250 00	$292,250 00
Newport and Sherman's Valley,					102,085 00
New York, Lake Erie and Western,	$85,240,500 00	$86,535,900 00	86,535,900 00	85,936,800 00	85,947,100 00
New York, Lake Erie and Western Coal,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
New York, Lackawanna and Western,	12,000 00	12,000 00	12,000 00	12,000 00	12,000 00
New York, Chicago and St. Louis,	50,000,000 00	30,000,000 00	30,000,000 00	30,000,000 00	30,000,000 00
New York and North Pennsylvania,		50,000 00	50,000 00	50,000 00	50,000 00
New York, Pennsylvania and Ohio,	44,999,350 00	44,999,350 00	44,999,350 00	44,999,350 00	44,999,350 00
New York, Philadelphia and Chicago,					45,500 00
New York, Susquehanna and Western,	21,000,000 00	21,000,000 00	21,000,000 00	21,000,000 00	21,000,000 00
Nittany Valley,			53,000 00	75,000 00	75,000 00
Northern Central,	6,500,000 00	7,150,000 00	7,150,000 00	7,521,717 45	7,521,717 45
North East Pennsylvania,	81,550 00	81,550 00	81,550 00	400,000 00	400,000 00
North Pennsylvania,	4,556,550 00	4,556,600 00	4,646,700 00	4,685,450 00	4,720,750 00
North and West Branch,	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00
Ohio and Baltimore Short Line,	290,000 00	290,000 00	290,000 00	290,000 00	290,000 00
Ohio Connecting,					600,000 00
Ohio and North Eastern,				12,500 00	12,500 00
Oil City and New Castle,					23,000 00
Oil City and Ridgway,			86,550 00	86,550 00	86,550 00
Olean, Bradford and Warren,			150,000 00		300,000 00
Ontario, Carbondale and Scranton,				1,500,000 00	1,500,000 00
Pennsylvania,	98,521,300 00	106,544,500 00	106,545,400 00	113,488,600 00	123,584,750 00
Pennsylvania Company,	20,000,000 00	20,000,000 00	20,000,000 00	20,000,000 00	20,000,000 00
Pennsylvania, Lehigh and Eastern,				10,000,000 00	10,000,000 00
Pennsylvania and Midland,					25,000 00
Pennsylvania and New York Canal and Railroad,	5,061,700 00	5,061,700 00	5,061,700 00	1,061,700 00	1,061,700 00
Pennsylvania, Poughkeepsie and Boston,				1,750,000 00	2,000,000 00
Pennsylvania Schuylkill Valley,	6,153,000 00	6,503,000 00	6,676,800 00	6,739,850 00	6,931,000 00
Pennsylvania and Western,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Pennsylvania and North Western,				1,660,000 00	1,660,000 00
Pennsylvania and West Virginia,					17,500 00
People's,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Perkiomen,	38,040 00	38,040 00	38,040 00	38,040 00	38,040 00
Perry County,				62,350 00	64,650 00

Philadelphia and Baltimore Central,	2,495,650 00	2,495,650 00	2,495,650 00	2,495,650 00	2,495,650 00
Philadelphia Belt Line,				20,000 00	200,000 00
Philadelphia and Chester Valley,			755,100 00	755,100 00	755,100 00
Philadelphia and Delaware County,				250,000 00	250,000 00
Philadelphia and Erie,	10,375,000 00	10,375,000 00	10,375,000 00	10,375,000 00	10,375,000 00
Philadelphia, Germantown and Chestnut Hill,		1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Philadelphia, Germantown and Norristown,	2,246,900 00	2,246,900 00	2,246,900 00	2,246,900 00	2,246,900 00
Philadelphia, Harrisburg and Pittsburgh,					2,000,000 00
Philadelphia and Lehigh Valley,	40,000 00	40,000 00	40,000 00	40,000 00	40,000 00
Philadelphia Midland,	250,000 00	250,000 00	250,000 00		
Philadelphia, Newtown and New York,	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Philadelphia and Reading,	39,283,961 78	40,119,211 78	39,480,361 78	39,480,361 78	39,775,361 78
Philadelphia and Reading Terminal,			30,000 00	30,000 00	300,000 00
Philadelphia and Trenton,	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00
Philadelphia, Wilmington and Baltimore,	11,819,350 00	11,819,350 00	11,819,350 00	11,819,350 00	11,819,350 00
Pickering Valley,	96,850 00	95,655 00	95,655 09	95,655 00	95,655 00
Pine Creek,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Pittsburgh, Butler and Shenango,				500,000 00	
Pittsburgh and Castle Shannon,	481,400 00	481,400 00	481,400 00	481,400 00	481,400 00
Pittsburgh, Chartiers and Youghiogheny,	593,600 00	593,600 00	593,600 00	593,600 00	593,600 00
Pittsburgh, Cincinnati and St. Louis,	8,437,200 00	8,437,200 00	8,437,200 00	8,437,200 00	
Pittsburgh, Cincinnati, Chicago and St. Louis,					43,835,459 24
Pittsburgh and Connellsville,	1,956,091 05	1,956,091 05	1,956,991 05	1,944,400 00	1,956,091 05
Pittsburgh, East End,	11,250 00	11,250 00	11,250 00		
Pittsburgh, Ft. Wayne and Chicago,	30,491,085 71	30,958,685 71	31,736,285 71	32,090,785 71	33,079,443 13
Pittsburgh Junction,	1,440,000 00	1,440,000 00	1,440,000 00	1,440,000 00	1,440.000 00
Pittsburgh and Lake Erie,		2,050,000 00	2,050,000 00	3,075,000 00	4,000,000 00
Pittsburgh and Mansfield,	2,500 00	2,500 00	2,500 00	2,520 00	2,520 00
Pittsburgh, McKeesport and Youghiogheny,		3,100,000 00	3,100,000 00	3,259,650 00	3,959,650 00
Pittsburgh and Northern,			150,000 00	150,000 00	150,000 00
Pittsburgh, Shenango and Lake Erie,				2,150,000 00	
Pittsburgh and South Side,					800 00
Pittsburgh and State Line,	1,200,000 00				
Pittsburgh, Virginia and Charleston,	1,505,200 00	1,505,200 00	1,805,200 00	1,906,750 00	2,016,800 00
Pittsburgh and Western,	7,250,000 00	12,000,000 00	12,000,000 00	12,000,000 00	12,000,000 00
Pittsburgh and White Hall,	300,000 00	300,000 00			
Pittsburgh, Youngstown and Ashtabula,		3,033,341 58	3,033,341 58	3,033,341 58	3,033,341 58
Plymouth,	12,050 00	12,050 00	12,050 00	12,050 00	12,050 00
Point Breeze,			7,200 00	7,200 00	7,200 00
Pomeroy and Newark,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Priceville and Winton,					1,000 00
Reading and Columbia,	958,268 09	958,268 09	958,268 09	958,268 09	958,373 09
Reading, Marietta and Hanover,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888	1889-90.	1890-91.
Rew City and Eldred,	$111,000 00	$111,000 00	$111,000 00	$111,000 00	$111,000 00
Ridgway and Clearfield,	491,000 00	491,000 00	491,000 00	491,000 00	491,000 00
Riegelsville,	5,000 00	5,000 00	5,000 00	. . . . .	. . . . .
River Front,	216,000 00	216,000 00	216,000 00	216,000 00	216,000 00
Rochester, Beaver Falls and Western,	. . . . .	. . . . .	. . . . .	. . . . .	48,125 76
Rupert and Bloomsburg,	. . . . .	. . . . .	. . . . .	50,000 00	50,000 00
Salisbury,	117,800 00	117,800 00	117,800 00	118,029 50	118,029 50
Schuylkill and Lehigh,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Schuylkill River, East Side,	. . . . .	. . . . .	4,500,000 00	4,500,000 00	4,500,000 00
Schuylkill River, West Side,	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Schuylkill Valley Navigation Railroad,	576,050 00	576,050 00	576,050 00	576,050 00	576,050 00
Shade Creek,	. . . . .	. . . . .	. . . . .	7,700 00	7,700 00
Shamokin, Sunbury and Lewisburg,	1,000,000 00	1,000,000 00	1,000,000 00	2,000,000 00	2,000,000 00
Shamokin Valley and Pottsville,	869,450 00	869,450 00	869,450 00	869,450 00	869,450 00
Sharon,	421,100 00	421,100 00	426,950 00	438,300 00	453,350 00
Sharon and State Line,	400 00	400 00	400 00	400 00	. . . . .
Sharpsville,	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Sharpsburg and Pittsburgh,	. . . . .	. . . . .	. . . . .	. . . . .	1,400 00
Shawmut and Brandy Camp,	. . . . .	. . . . .	. . . . .	. . . . .	12,500 00
Sheffield and Spring Creek,	3,000 00	3,000 00	3,000 00	3,000 00	3,000 00
Shenango and Allegheny,	. . . . .	200,000 00	. . . . .	. . . . .	. . . . .
Shenango Valley,	. . . . .	6,000 00	6,000 00	6,000 00	60,000 00
Sherrick Run,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Sinnemahoning and Sheffield,	19,500 00	19,500 00	. . . . .	. . . . .	. . . . .
Sinnemahoning Valley,	90,000 00	90,000 00	90,000 00	90,000 00	90,000 00
Slate Ridge and Delta,	2,700 00	2,700 00	3,200 00	. . . . .	. . . . .
Slate Run,	75,000 00	75,000 00	75,000 00	75,000 00	81,000 00
Slatington,	. . . . .	. . . . .	20,000 00	20,000 00	20,000 00
Somerset County,	74,293 06	79,453 40	83,223 20	74,300 00	74,300 00
Somerset and Cambria,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
South Easton and Philipsburg,	. . . . .	. . . . .	. . . . .	7,500 00	75,000 00
South Fork,	. . . . .	. . . . .	. . . . .	. . . . .	28,000 00
South Mountain,	. . . . .	. . . . .	200,000 00	200,000 00	200,000 00
South Pennsylvania,	6,118,000 00	6,118,000 00	6,118,000 00	6,118,000 00	6,118,000 00
South-West Pennsylvania,	819,200 00	998,850 00	998,850 00	1,499,900 00	1,499,900 00

Southern Pennsylvania,				800,000 00	800,000 00
Squirrel Hill,				50,300 00	
State Line (Genesee Falls, Pa.),					2,000 00
State Line (Pittsburgh),	26,000 00		26,000 00	26,000 00	26,000 00
State Line and Middlesex,		1,000 00	1,000 00		
State Line and Sullivan,	988,850 00	984,650 00	983,650 00	983,550 00	983,550 00
Stewart,		500 00	500 00	7,700 00	7,700 00
Stewartstown,	48,865 00	70,000 00	70,000 00	70,000 00	70,000 00
Stony Creek,	176,100 00	176,100 00	176,100 00	176,100 00	176,100 00
Sunbury, Hazleton and Wilkes-Barre,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Sunbury and Lewistown,	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Susquehanna and Clearfield,	286,000 00	286,000 00	286,000 00	286,000 00	286,000 00
Tamaqua, Hazleton and Northern,					2,000 00
Tioga,	580,900 00	580,900 00	580,900 00	580,900 00	580,900 00
Tionesta and Clarion,	45,600 00	45,600 00			
Tionesta Valley,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Tipton,	43,250 00	43,250 00	43,250 00	43,250 00	43,250 00
Trenton Cut-Off,				10,000 00	10,000 00
Tresckow,	130,000 00	130,000 00	130,000 00	130,000 00	130,000 00
Trout Run,				25,000 00	25,000 00
Turtle Creek Valley,			100,000 00	100,000 00	100,000 00
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Union,				2,500 00	2,500 00
Ursina and North Fork,	1,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Warren and Farnsworth,	75,000 00	75,000 00	75,000 00	75,000 00	75,000 00
Waynesburg and Washington,	101,804 97	101,804 97	101,804 97	101,854 97	101,854 97
West Chester,	165,000 00	165,000 00	165,000 00	165,000 00	165,000 00
West Chester and Phœnixville,				12,750 00	25,000 00
Western Maryland,	683,750 00	684,150 00	684,700 00	1,008,700 00	1,008,700 00
Western New York and Pennsylvania,			30,000,000 00	30,000,000 00	30,000,000 00
Western Pennsylvania,	1,022,450 00	1,300,000 00	1,775,000 00	1,775,000 00	1,775,000 00
West Penn and Shenango Connecting,		500,000 00			
Wheeling, Pittsburgh and Baltimore,	500,000 00	5,500,000 00	5,500,000 00	5,500,000 00	5,500,000 00
Wilcox,	25,000 00	25,000 00	25,000 00	25,000 00	25,000 00
Wilcox and Rocky Run,					25,000 00
Wilkes-Barre and Harvey's Lake,		150,000 00	150,000 00	150,000 00	150,000 00
Wilkes-Barre and Scranton,	2,400 00	500,000 00	500,000 00	500,000 00	500,000 00
Wilkes-Barre and Western,		455,100 00	455,100 00	455,000 00	455,000 00
Williamsport and Clearfield,				4,500 00	4,500 00
Williamsport and North Branch,	675,200 00	676,700 00	721,700 00	749,200 00	749,200 00
Wilmington and Northern,	1,278,050 00	1,278,050 00	1,278,050 00	1,278,050 00	1,278,050 00
Wind Gap and Delaware,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
York and Black Mountain,					525 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889–90.	1890–91.
York and Peach Bottom,	$249,250 00	$249,250 00	$249,250 00	$125,000 00	$125,000 00
Youghiogheny Connecting,				10,000 00	1,000 00
Youghiogheny and Elizabeth,	5,000 00	5,000 00	5,000 00	5,000 00	5,000 00
Youghiogheny, Northern,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Youghiogheny, Southern,					20,000 00
Total,	$681,331,108 00	$749,690,419 52	$776,066,315 60	$799,987,217 65	$859,535,920 82

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889–90.	1890–91.
Addison and Pennsylvania,	$820,425 07	$702,240 61	$694,950 16	$744,664 60	$787,257 77
Allegheny and Kinzua,					499,609 30
Allegheny Valley,	31,928,620 00	32,533,030 00	32,357,775 00	33,236,659 48	33,425,781 99
Allentown,	3,479 74	942 45	942 45	12,745 37	12,745 37
Allentown Terminal,				453,674 71	510,827 44
Altoona and Wapsononock,					28,000 00
Arnot and Pine Creek,				3,350 74	3,350 74
Bachman Valley,	65,555 27				
Bald Eagle Valley,	376,000 00	372,000 00	368,000 00	370,119 67	356,188 25
Baltimore and Cumberland Valley,	72,800 00	72,800 00	72,800 00	72,800 00	72,800 00
Baltimore and Cumberland Valley Extension,	230,000 00	240,481 22	240,481 22	230,000 00	230,000 00
Baltimore and Harrisburg,		690,000 00	690,000 00	761,347 50	774,208 15
Baltimore and Harrisburg Western Extension,				240,000 00	240,000 00
Baltimore and Ohio Short Line,	542,981 94				
Baltimore and Philadelphia,	4,867,500 00	4,867,500 00	4,867,500 00	6,586,919 73	6,747,803 40
Bangor and Portland,	286,300 00	306,600 00	317,600 00	318,900 00	320,000 00
Barclay Coal Company's Railroad,	100,000 00	80,000 00	80,000 00	77,478 00	76,000 00

Beaver and Elwood,					52,935 73
Bedford and Bridgeport,	7,156,500 00	7,226,500 00	7,296,500 00	7,331,500 00	1,700,309 75
Beech Creek,	5,000,000 00	5,000,000 00	5,000,000 00	5,505,980 21	5,502,963 26
Bell's Gap,	539,000 00	539,000 00	533,500 00		
Bellefonte, Nittany and Lemont,	300,000 00	300,000 00	366,000 00		
Berlin,		32,127 38	39,314 24	48,156 65	58,806 91
Berlin Branch,	49,817 20	49,617 26	49,867 26	51,243 58	58,846 73
Bradford, Bordell and Kinzua,	662,379 79	846,929 82	568,266 88	694,662 56	711.260 10
Bradford, Bordell and Smethport,				3,686 84	17,036 13
Bradford, Eldred and Cuba,	808,722 48	853,154 64	896,492 39	951,003 62	983,346 64
Bradford, Richburg and Cuba,		156,369 50	156,369 50	156,369 50	
Buffalo, Bradford and Pittsburgh,	580,000 00	580,000 00	580,000 00	806,606 74	580,000 00
Buffalo, New York and Philadelphia,	27,968,980 91	27,862,743 23			
Buffalo, Rochester and Pittsburgh,		8,448,807 28	9,540,082 70	9,145,071 38	9,561,191 18
Buffalo Run, Bellefonte and Bald Eagle,		300,000 00	400,996 65	414,857 95	414,857 95
Bustleton,					3,811 30
Cambria and Clearfield,				213,015 95	247,962 72
Catasauqua and Fogelsville,	138,000 00	138,000 00	138,000 00	166,284 53	151,274 66
Catawissa,	1,802,350 00	1,802,350 00	1,802,350 00	1,617,000 00	1,617,000 00
Chartiers,	550,000 00	530,000 00	530,000 00	505,355 00	504,778 75
Cherry Grove,					10,000 00
Chester Creek,	185,000 00	185,000 00	185,000 00	196,745 00	197,061 50
Chester and Delaware River,	195,100 99	195,100 99	195,100 99	212,431 84	212,431 84
Chester Valley,	850,000 00	1,375,000 00			
Clearfield and Jefferson,	435,000 00	1,000,000 00	1,000,000 00		
Cleveland and Pittsburgh,	5,370,343 63	5,201,343 63	5,150,343 63	6,669,628 63	6,665,409 77
Colebrookdale,	702,805 62	670,644 35	654,463 66	866,325 89	889,275 09
Columbia and Port Deposit,	2,886,290 00	2,945,356 26	2,940,608 00	2,946,140 00	1,801,491 41
Connecting,	1,545,537 88	1,699,359 51	1,706,960 84	1,920,758 29	1,976,256 06
Corning, Cowanesque and Antrim,	1,250,000 00	1,250,000 00	1,250,000 00	1,250,000 00	1,254,758 69
Cornwall,	2,383 21	70,808 28	90,000 00	67,000 00	62,143 00
Cornwall and Lebanon,	596,427 59	697,638 46	678,618 58	835,581 71	800,000 00
Cornwall and Mt. Hope,	86,913 65				
Confluence and Oakland,				200,000 00	215,136 22
Coudersport and Port Allegany,				75,000 00	75,000 00
Cresson, Clearfield County and New York Short Route,	750,000 00	778,800 00	813,820 58		893,110 66
Cumberland Valley,	270,000 00	270,000 00	270,000 00	493,371 86	373,824 11
Danville and Riverside,	418 23	468 23	468 23	468 23	468 23
Delaware and Hudson Canal Company's Railroad,	15,378,000 00	15,378,000 00	15,378,000 00	15,378,000 00	16,047,889 08
Delaware, Lackawanna and Western,	3,674,000 00	3,674,000 00	3,674,000 00	11,797,644 05	12,664,147 54
Delaware River and Lancaster,	2,001,800 00	2,002,323 04	2,002,367 51	2,004,890 68	347,918 18

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889–90.	1890–94.
Delaware, Susquehanna and Schuylkill,				$97,097 51	$54,166 70
Dillsburg and Mechanicsburg,	$100,000 00	$100,000 00	$100,000 00	109,171 50	110,307 20
Downingtown and Lancaster,			250,000 00	491,553 29	369,569 80
Dunkirk, Alleghony Valley and Pittsburgh,	3,441,566 60	3,469,344 31	3,461,575 38	3,151,619 93	3,114,436 34
East Brandywine and Waynesburg,	708,197 25	734,352 80			
East Broad Top,	566,010 51	558,162 53	561,985 27	683,846 89	702,051 75
East Mahanoy,				16,927 08	18,590 08
East Pennsylvania,	495,900 00	495,900 00	495,000 00	495,000 00	495,045 89
Easton and Bangor,	2,000 00				
Ebensburg and Cresson,	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Edgewood,	19,532 64	19,532 64	19,532 64	19,532 64	
Elmira and Williamsport,	1,570,000 00	1,570,000 00	1,570,000 00	1,570,095 00	1,600,095 00
Ellwood Short Line,					300,000 00
Erie and Pittsburgh,	3,305,983 61	3,299,034 21	3,306,879 04	3,303,381 84	3,414,857 00
Erie and Wyoming Valley,	3,765,156 63	3,730,620 71	3,725,152 55	3,788,546 05	3,740,576 31
Evergreen,	39,716 11				
Falls Creek,				1,078 65	4,738 54
Fort Pitt Incline Plane,	32,400 00				
Frankford Creek,				5,657 17	
Frankford and Holmesburg,	50,000 00	50,000 00	50,000 00	145,472 81	
Gettysburg and Harrisburg,		368,027 02	370,740 07	388,330 80	466,660 44
Greenlick Narrow Gauge,	4,835 20	5,216 00	6,846 53	8,333 52	10,660 64
Hanover Junction, Hanover and Gettysburg,	250,000 00				
Hanover and York,	194,600 00	191,100 00	191,100 00	245,048 37	225,318 02
Harrisburg and Bedford,					6,948 93
Harrisburg and Potomac,	952,890 06	949,553 38	928,932 72	989,783 39	
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000 00	700,000 00	700,000 00	760,474 75	758,090 50
Harrisburg Terminal,				64,866 18	
Huntingdon and Broad Top Mountain,	2,399,395 00	2,399,395 00	2,399,395 00	2,280,500 00	2,280,500 00
Ironton,				5,709 36	10,134 59
Jamestown and Franklin,	2,013,101 77	2,020,422 84	2,024,120 42	2,028,144 94	2,028,977 20
Jefferson,	2,300,000 00	2,300,000 00	2,300,000 00	4,476,727 45	3,100,000 00
Johnsonburg,				225,051 03	235,161 84
Johnsonburg and Bradford,				25,224 55	25,285 78
Jones Lake,		225 59			
Junction,	725,000 00	725,000 00	725,000 00	736,747 19	740,372 97
Kensington and Tacony,	56,768 83	11,092 50	39,419 08	46,514 99	99,272 54

Kinzua Creek and Kane,			2,340 00	6,166 67	5,023 53
Kinzua Hemlock,					1,550 04
Kinzua Valley,					3,798 97
Lackawanna and Montrose,					17,067 82
Lancaster and Reading Narrow Gauge,	350,000 00	350,000 00	350,000 00	350,000 00	
Lake Shore and Michigan Southern,	47,216,000 00	46,766,000 00	46,516,000 00	48,796,417 19	48,647,420 07
Lawrence,	355,000 00				
Lehigh and Eastern,		215,338 00			
Lehigh and Lackawanna,	601,111 66	601,111 66	601,521 94	601,521 94	600,000 00
Lehigh Valley,	25,458,000 00	25,257,000 00	25,044,000 00	30,482,233 02	29,875,000 00
Lewisburg and Tyrone,	362,113 29	330,000 00	330,000 00	299,022 49	295,123 96
Ligonier Valley,	58,789 08	75,000 00	75,000 00	75,000 00	82,481 69
Little Saw Mill Run,	179,500 00	178,500 00	178,500 00	178,500 00	178,500 00
Littlestown,	55,265 50	55,265 50	55,265 50	58,644 20	59,265 00
McKeesport and Belle Vernon,			44,000 00	612,080 18	
McKeesport and Bessemer,				15,352 03	419,157 54
McKeesport Connecting,					40,657 02
Mahoning Valley,					117,205 86
Martin's Creek,	24,699 83	24,699 83			
Meadville and Linesville,	150,000 00	150,000 00	150,000 00	200,000 00	200,000 00
Middletown and Hummelstown,					26,344 75
Mifflin and Centre County,	200,000 00	200,000 00	215,499 70	280,034 24	265,675 04
Mill Creek and Mine Hill,				188 75	1,660 62
Monongahela Connecting,	100,000 00		213,200 00	240,114 77	248,902 93
Monongahela Incline Plane,	100,000 00				
Mont Alto,	125,000 00	125,000 00	125,000 00	224,649 16	254,816 77
Montour,	200,000 00	200,000 00	200,000 00		100,000 00
Montrose,	5,000 00				
Mount Oliver Incline Plane,	58,613 00				
Mount Carbon and Port Carbon,				858 30	2,552 40
Mount Jewett, Kinzua and Riterville,					42,440 42
Mount Penn Gravity,				100 00	35,100 00
Nescopec,		212,649 90	235,245 01	255,428 94	264,808 60
Nesquehoning Valley,	5,774 58	5,774 58		8,291 11	840 69
Neversink Mountain,					116,553 05
New Castle and Beaver Valley,				1,966 49	1,966 49
New Brighton and New Castle,	400,000 00				
New Castle Railroad and Mining,	10,585 00	10,585 00	6,350 00		
Newry,	25,131 72	25,131 72	25,131 72		
New Castle and Shenango Valley,			230,000 00	250,000 00	250,000 00
Newport and Sherman's Valley,					60,000 00
New York, Lake Erie and Western,		78,550,865 10	78,567,245 10	83,445,373 32	83,471,082 30
New York, Lake Erie and Western Coal,	3,087,970 43	3,086,632 65	3,086,632 65	3,000,000 00	3,000,000 00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
New York, Chicago and St. Louis,	$22,756,000 00	$20,000,000 00	$19,890,000 00	$20,461,525 69	$20,473,025 12
New York and North Pennsylvania,		50,000 00	50,000 00	50,000 00	50,045 06
New York, Pennsylvania and Ohio,	101,738,040 00	104,328,167 41	107,079,479 02	111,950,899 96	114,259,936 08
New York, Susquehanna and Western,	8,330,230 00	8,602,366 66	8,391,610 81	8,136,000 00	8,552,000 00
Nittany Valley,			80,600 00	89,687 59	89,338 23
Northern Central,	14,801,000 00	14,697,000 00	14,588,000 00	15,755,696 39	16,265,375 18
North East Pennsylvania,	419,759 86	435,016 12	449,831 95	762,575 80	818,891 00
North Pennsylvania,	7,142,500 00	7,142,500 00	7,200,000 00	7,540,296 54	7,371,246 76
North and West Branch,	1,500,000 00	1,500,000 00	1,500,000 00	1,501,198 50	1,512,239 30
Ohio and Baltimore Short Line,	500,000 00	1,233,002 16	1,295,193 24	1,394,789 25	1,474,674 95
Ohio Connecting,					692,966 90
Oil City and Ridgway,	15,000 00	15,000 00			
Ontario, Carbondale and Scranton,				1,536,851 83	1,975,740 82
Pennsylvania,	63,382,690 00	63,380,690 00	63,378,740 44	100,170,526 29	101,553,526 15
Pennsylvania Company,	22,336,201 67	16,499,000 00	18,846,000 00	27,010,159 28	27,040,826 63
Pennsylvania, Lehigh and Eastern,				11,193 96	15,740 69
Pennsylvania and New York Canal and Railroad,	4,050,147 77	4,109,082 02	3,002,000 00	10,016,000 00	10,045,969 13
Pennsylvania, Poughkeepsie and Boston,		1,500,000 00	7,860,027 62	2,570,004 58	3,172,803 53
Pennsylvania Schuylkill Valley,	6,730,992 95	7,435,022 32		7,689,699 68	7,620,991 61
Pennsylvania and Western,	200,000 00	200,000 00	200,000 00		
Pennsylvania and North Western,				1,747,129 27	1,660,586 35
People's,	27,801 87	23,000 00	23,000 00	37,260 59	36,683 78
Perkiomen,	2,780,720 42	2,832,341 93	2,927,550 10	2,915,527 39	2,904,625 36
Perry County,				59,250 00	52,972 45
Philadelphia and Baltimore Central,	2,161,512 50	2,161,562 50	2,161,512 50	2,109,432 08	2,204,933 25
Philadelphia Belt Line,					7,440 18
Philadelphia and Chester Valley,			322,431 00	380,914 51	380,965 55
Philadelphia and Delaware County,				250,232 00	250,232 00
Philadelphia and Erie,	19,404,000 00	19,389,000 00	19,474,000 00	19,474,000 00	19,674,000 00
Philadelphia, Germantown and Chestnut Hill,	1,198,441 57	1,211,357 75	1,247,500 00	1,071,800 00	1,071,800 00
Philadelphia, Harrisburg and Pittsburgh,					1,041,580 45
Philadelphia and Midland,	250,000 00	250,000 00	250,000 00		
Philadelphia, Newtown and New York,	700,000 00	700,000 00	700,000 00	868,416 59	949,480 96
Philadelphia and Reading,	102,726,793 00	99,775,179 72	144,436,058 08	150,766,504 51	154,720,767 80
Philadelphia and Reading Terminal,				153,241 93	1,213,708 07
Philadelphia and Trenton,				1,600,887 07	1,666,597 05
Philadelphia, Wilmington and Baltimore,	3,636,666 66	3,576,666 66	4,576,666 66	5,803,763 46	7,003,657 53

Pickering Valley,	709,617 93	703,706 65	699,738 15	834,150 61	852,990 97
Pine Creek,	3,912,664 40	3,951,511 59	3,973,839 53	4,404,690 51	4,013,370 38
Pittsburgh, Butler and Shenango,				25,000 00	
Pittsburgh and Castle Shannon,	67,864 67	67,624 49	57,220 87	195,742 51	250,362 53
Pittsburgh, Chartiers and Youghiogheny,	585,830 46	670,819 27	727,355 68	769,863 43	783,976 37
Pittsburgh, Cincinnati and St. Louis,	15,402,946 09	12,617,000 00	12,617,000 00	16,811,885 41	
Pittsburgh, Cincinnati, Chicago and St. Louis,					43,919,409 50
Pittsburgh and Connellsville,	21,220,486 28	21,620,479 32	22,280,735 09	23,395,556 81	23,993,584 86
Pittsburgh, Fort Wayne and Chicago,	12,510,000 00	12,410,000 00	12,410,000 00	13,103,943 41	13,071,431 91
Pittsburgh Junction,	1,600,645 72	1,984,075 56	1,639,676 71	1,823,806 09	1,880,807 15
Pittsburgh and Lake Erie,		3,330,198 26	3,766,081 01	4,182,396 88	4,366,499 39
Pittsburgh, McKeesport and Youghiogheny,		3,100,000 00	3,100,000 00	3,169,834 72	3,750,000 00
Pittsburgh and Northern,				46,274 53	49,013 38
Pittsburgh, Shenango and Lake Erie,				1,750,680 45	
Pittsburgh and State Line,	1,608,180 89				
Pittsburgh, Virginia and Charleston,	3,020,100 00	3,010,100 00	3,010,000 00	3,611,998 00	3,097,419 64
Pittsburgh and Western,	7,427,342 63	9,575,935 00	10,286,803 61	12,445,037 29	12,573,690 14
Pittsburgh, Youngstown and Ashtabula,		2,685,000 00	2,772,000 00	3,372,000 00	3,372,000 00
Pomeroy and Newark,	66,610 08	79,008 09	96,285 20	126,210 81	149,304 01
Reading and Columbia,	2,234,644 67	2,192,910 19	2,199,717 36	2,880,577 63	2,922,363 65
Reading, Marietta and Hanover,				82,587 11	82,587 11
Rew City and Eldred,	2,087 40	2,087 40	2,087 40	2,087 40	2,118 60
Ridgway and Clearfield,	491,000 00	491,000 00	491,000 00	491,000 00	491,000 00
River Front,	331,079 67	332,418 85	335,213 52	407,672 62	367,857 50
Rupert and Bloomsburg,				9,452 24	12,707 11
Salisbury,	154,652 10	150,000 00	157,436 55	159,713 60	150,000 00
Schuylkill and Lehigh,	600,000 00	600,000 00	600,000 00	1,031,448 45	1,031,448 45
Schuylkill River East Side,			4,573,231 82	4,547,449 38	4,500,000 00
Schuylkill River West Side,	2,859 10	2,859 10	2,859 10	1,359 10	1,359 10
Schuylkill Valley Navigation Railroad,				439 80	1,834 92
Shade Creek,					722 50
Shamokin, Sunbury and Lewisburg,	1,660,134 44	1,664,479 44	1,670,851 68	1,974,607 89	2,000,250 45
Shamokin Valley and Pottsville,	2,000,000 00	2,000,000 00	2,000,000 00	2,073,350 00	2,072,974 00
Sharon,	577,100 00	577,100 00	582,950 00	164,016 63	164,000 00
Sharpsville,	81,513 38	81,413 11	85,734 33	93,219 56	115,493 27
Shenango and Allegheny,		1,497,860 83			
Shenango Valley,		55,200 00	111,858 98	4,171 71	
Sinnemahoning Valley,					2,113 23
Somerset County,	18,000 00	12,000 00	6,000 00	6,000 00	6,000 00
Somerset and Cambria,	975,000 00	782,500 00	769,230 18	754,500 00	754,500 00
South Easton and Philipsburg,					7,899 12
South Fork,					23,750 49
South Mountain,		100,000 00	100,000 00	100,000 00	100,000 00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889–90.	1890–91.
South Pennsylvania,	$6,000,000 00	$6,000,000 00	$6,000,000 00	$6,000,000 00	$6,000,000 00
South-West Pennsylvania,	1,000,000 00	901,150 00	901,150 00	1,033,268 16	910,694 83
Southern Pennsylvania,	625,000 00	625,000 00	625,000 00	649,855 03	629,558 55
State Line,			5,347 14		
State Line and Sullivan,	300,000 00	300,000 00	300,000 00	329,074 69	300,000 00
Stewart,			7,322 59		
Stony Creek,	748,895 92	773,287 43	818,605 30	825,748 23	857,554 53
Sunbury, Hazleton and Wilkes-Barre,	2,535,000 00	2,535,000 00	2,535,000 00	2,537,611 50	2,537,649 50
Sunbury and Lewistown,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Susquehanna and Clearfield,	299,250 00	327,500 00	334,750 00	340,385 02	355,492 68
Tioga,	819,042 00	819,042 00	819,942 00	789,842 00	789,500 00
Tionesta Valley,	111,021 78	101,464 69	92,471 77	79,943 93	60,178 95
Trenton Cut-off,				467,063 18	1,251,815 76
Tresckow,	103,377 19	103,537 02	103,537 02	137,378 40	141,017 40
Turtle Creek Valley,			44,333 03	92,987 13	104,920 50
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	1,032,370 33	1,043,588 16
Union,					14,694 42
Waynesburg and Washington,	98,900 00	98,900 00	98,900 00	140,026 23	142,258 69
West Chester,	75,000 00	75,000 00	75,000 00	103,496 96	103,898 63
Western Maryland,	4,554,392 33	1,444,481 57	4,572,033 21	5,457,843 62	5,373,573 49
Western New York and Pennsylvania,			30,600,275 88	31,592,287 91	32,479,431 30
Western Pennsylvania,	4,300,000 00	4,200,000 00	4,225,000 00	4,292,090 24	4,261,004 47
West Penn and Shenango Connecting,		484,664 52			
Wheeling, Pittsburgh and Baltimore,	682,702 82	5,500,000 00	5,583,379 24	5,500,000 00	5,500,000 00
Wilcox and Rocky Run,					591 46
Wilkes-Barre and Harvey's Lake,	45,000 00	43,674 78	54,721 35	102,056 64	152,316 08
Wilkes-Barre and Scranton,			500,000 00	500,000 00	500,000 00
Wilkes-Barre and Western,		407,000 00	407,000 00	396,000 00	396,000 00
Williamsport and Clearfield,	230,000 00			230,000 00	230,000 00
Williamsport and North Branch,	404,380 00	400,000 00	390,000 00	408,773 87	398,672 19
Wilmington and Northern,	248,200 00	287,900 00	500,000 00	636,549 02	693,296 36
Wind Gap and Delaware,	15,963 87	43,417 64	107,542 17	110,017 72	113,038 70
York and Peach Bottom,	331,580 00	333,158 70	333,158 70	245,000 00	245,000 00
Totals,	$796,077,547 08	$809,789,470 42	$865,723,298 38	$984,123,679 30	$1,018,257,043 52

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Addison and Pennsylvania,	$961,266 18	$1,292,740 61	$1,301,744 33	$1,317,519 98	$1,331,051 74
Allegheny and Kinzua,					1,008,545 44
Allegheny Valley,	24,049,540 30	24,049,540 30	24,049,540 30	24,049,540 30	24,049,540 30
Allentown,	1,084,652 43	1,084,652 71	1,084,652 71	1,085,747 94	1,085,747 94
Allentown Terminal,				825,941 12	959,402 07
Altoona and Wapsononock,					55,000 00
Arnot and Pine Creek,	255,000 00	255,000 00	257,522 01	258,350 74	258,350 74
Bachman Valley,	112,494 13				
Bald Eagle Valley,	1,341,256 61	1,341,259 61	1,353,770 10	1,853,551 03	1,879,137 78
Baltimore and Cumberland Valley,	152,432 05	152,432 05	153,432 05		
Baltimore and Cumberland Valley Extension,	500,000 00	510,481 22	510,481 22		
Baltimore and Harrisburg,			1,459,892 01	1,452,609 70	1,452,609 70
Baltimore and Ohio Short Line,	3,542,121 43				
Baltimore and Philadelphia,		5,127,101 65		9,860,955 83	9,860,953 83
Bangor and Portland,	407,400 00	427,700 00	438,700 00	455,317 91	477,989 12
Barclay Coal Company's Railroad,	662,600 00	662,600 00	662,600 00	71,529 50	
Beaver and Elwood,					102,737 74
Bedford and Bridgeport,	1,442,929 94	1,442,929 94	1,443,127 00	1,443,127 59	2,300,309 75
Beech Creek,				9,997,253 34	10,000,000 00
Bell's Gap,	1,044,461 73	1,051,353 50	1,108,779 25		
Bellefonte, Nittany and Lemont,	475,589 59	475,589 59	475,589 59		
Berlin,				50,112 10	50,425 09
Berlin Branch,	76,726 19	76,726 19	93,062 45	77,326 19	77,326 19
Bloomsburg Belt,					4,400 00
Bradford, Bordell and Kinzua,	601,110 19	607,706 98	609,668 38	613,800 73	613,800 32
Bradford, Bordell and Smethport,	100,000 00	100,000 00	100,000 00	103,686 84	117,036 13
Bradford, Eldred and Cuba,	1,117,931 28	1,118,366 60	1,116,316 41	556,680 01	554,822 57
Bradford, Richburg and Cuba.		156,369 50	156,369 50	156,369 50	
Brockport and Shawmut,				21,195 26	21,195 26
Brookwayville and Punxsutawney,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Buffalo, Bradford and Pittsburgh,	2,866,400 00	2,866,400 00	2,866,400 00	3,093,006 74	3,108,258 34
Buffalo, New York and Philadelphia,	41,198,633 43	41,300,321 17			
Buffalo, Rochester and Pittsburgh,		17,521,548 27	18,010,337 40	18,742,341 01	19,770,453 46
Buffalo Run, Bellefonte and Bald Eagle,		669,000 00	669,000 00		
Bustleton,					100,000 00
Cambria and Clearfield,			292,893 31	510,241 05	582,721 05
Catasauqua and Fogelsville,	658,335 59	658,335 59	658,335 59	658,335 59	711,850 72

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Catawissa,	$6,206,668 08	$6,206,668 08	$6,206,668 00	$6,206,668 08	$6,206,668 08
Chambersburg and Gettysburg,					153,066 37
Chartiers,	1,121,762 17	1,121,762 17	1,121,762 17	1,121,762 17	1,121,762 17
Chester Creek,	457,100 00	457,100 00	457,100 00	457,100 00	457,100 00
Chester and Delaware River,	220,915 21	220,915 21	220,915 21	251,981 84	251,981 84
City and Park,					1,191 43
Clarion River,					50,778 15
Clearfield and Jefferson,		2,000,000 00			
Cleveland and Pittsburgh,	17,372,475 58	17,423,061 01	17,509,418 15	17,851,080 07	17,951,760 61
Colebrookdale,	672,029 58	672,029 58	672,020 58	672,341 93	672,341 93
Columbia and Port Deposit,	2,027,473 96	2,033,795 22	2,036,181 74	2,047,853 47	2,403,248 46
Connecting,	2,823,837 88	2,947,659 51	2,985,260 84	3,196,780 84	3,252,248 61
Corning, Cowanesque and Antrim,	3,250,000 06	3,250,000 00	3,250,000 00	3,250,000 00	4,976,137 70
Cornwall,	588,227 44	847,971 21	879,622 62	854,030 69	867,011 51
Cornwall and Lebanon,	1,195,766 00	1,307,420 43	1,254,567 14	1,421,216 33	1,528,416 45
Cornwall and Mt. Hope,	192,510 28				
Confluence and Oakland,					
Coudersport and Port Allegany,	156,700 00	163,000 00	163,000 00	230,000 00	230,053 13
Cresson, Clearfield County and New York Short Route,				243,468 00	263,418 00
Cumberland Valley,	1,777,000 16				
Danville and Riverside,		1,994,709 21	2,003,420 77	2,019,416 70	1,849,841 96
Danville and Shamokin,	4,208 23	4,258 23			2,042,428 72
Dauphin and Berks,	26,710 00		26,710 00	26,710 00	26,710 00
Delaware and Hudson Canal Company's Railroad,					100,000 00
Delaware, Lackawanna and Western,	5,266,403 43	6,424,599 36	6,630,100 13	5,722,928 72	5,779,766 71
Delaware River and Lancaster,	26,678,070 64	34,669,225 78	26,598,390 79	26,699,133 50	27,604,230 96
Delaware, Susquehanna and Schuylkill,	23,623 00	23,862 94	29,807 41		549,556 00
Dillsburg and Mechanicsburg,				138,596 11	553,321 21
Downingtown and Lancaster,				203,887 74	212,842 92
Dunkirk, Allegheny Valley and Pittsburgh,			500,000 00	671,388 40	706,761 78
East Brandywine and Waynesburg,	4,820,875 07	4,820,875 07	4,820,875 07	4,541,256 67	4,541,256 67
East Broad Top,	535,105 27	535,105 27			
East Mahanoy,	1,108,500 00	1,112,910 74	1,122,876 99	1,125,582 08	1,132,102 54
East Pennsylvania,	479,743 44	497,743 44	479,743 44	497,792 68	497,792 68
Eastern Heights,	1,890,050 08	1,890,050 08	1,890,050 08	1,905,586 01	1,905,586 01
Ebensburg and Cresson,		1,098 92	1,190 78		
		122,000 00	122,000 00		

Edgewood,	30,172 36	48,172 36	30,172 36	21,532 64	21,532 64
Elmira and Williamsport,	2,570,000 00	2,570,000 00	2,570,000 00	2,570,000 00	2,570,000 00
Emporium and Rich Valley,					8,560 32
Erie and Pittsburgh,	5,076,662 44	5,076,662 44	5,076,662 44	5,076,662 44	5,076,662 44
Erie and Wyoming Valley,	4,941,156 63	5,148,559 70	5,149,879 83	5,449,196 68	5,450,796 76
Fairchance and State Line,	683 00	689 16	690 16	692 16	
Falls Creek,				29,290 63	29,496 63
Fayette County,	130,000 00	130,000 00	130.000 00		
Ferney Mountain,					31,500 00
Fort Pitt Incline Plane,	95,593 19				
Frankford Creek,				15,525 00	
Frankford and Holmesburg,				150,000 00	
Gettysburg and Harrisburg,		567,488 91	567,488 91	568,288 91	576,157 67
Grassy Island,			9,566 72	9,566 72	9,703 70
Greenlick Narrow Gauge,	37,002 77	37,002 77	37,002 77	37,047 27	37,270 70
Hanover Junction, Hanover and Gettysburg,	583,632 14				
Hanover and York,	415,350 00			371,826 48	371,826 48
Harrisburg and Bedford,					6,948 93
Harrisburg and Potomac,	1,112,881 46	1,112,881 46	1,112,181 46	1,246,572 00	
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,882,550 00	1,882,550 00	1,882,550 00	1,881,210 09	1,881,210 09
Harrisburg Terminal,				74,784 18	
Huntingdon and Broad Top Mountain,	5,590,384 54	5,623,420 47	5,661,696 96	5,697,419 17	5,796,670 57
Ironton,	268,000 00	268,000 00	268,000 00	200,000 00	200,000 00
Jamestown and Franklin,	2,556,602 98	2,556,680 38	2,556,864 82	2,631,864 82	2,631,864 82
Jefferson,	4,396,050 00	4,396,050 00		6,572,777 45	6,572,785 35
Johnsonburg,				399,278 34	400,781 59
Johnsonburg and Bradford,				46,224 55	46,285 78
Jones Lake,		15,867 67	20,000 00		
Junction,	1,018,719 95	1,018,719 95	1,018,719 95	1,062,404 40	1,034,829 40
Kensington and Tacony,	59,268 83	111,092 50	139,419 08	146,514 99	214.987 71
Kettle Creek,				2,305 38	2,322 04
Kinzua Creek and Kane,			24,000 00	69,084 80	65,589 39
Kinzua Hemlock,					44,329 84
Kinzua Valley,				13,028 00	35,411 57
Lackawanna and Montrose,					39,372 72
Lancaster and Reading Narrow Gauge,	142,041 43			142.041 43	
Lake Shore and Michigan Southern,	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00
Lawrence,	830,183 95				
Lebanon and Reading,				1,553 29	8,529 52
Lehigh and Eastern,		127,338 00	177,338 00		
Lehigh and Lackawanna,	976,211 66	971,611 66	972,021 94	972,021 94	972,021 94
Lehigh and Susquehanna,	14,399,348 03	14,423,832 30	14,557,599 69	14,785,852 45	14,931,907 97
Lehigh Valley,	37,034,699 34	37,329,479 99	38,676,169 20	35,880,962 39	38,204,267 28

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Lewisburg and Tyrone,	$1,562,107 67	$1,562,107 67	$1,562,113 29	$1,566,287 94	$1,566,287 94
Ligonier Valley,	228,074 13	242,801 49	243,319 19	254,608 93	265,705 73
Little Saw Mill Run,	362,769 07	362,769 07	351,279 75	351,279 75	354,346 60
Little Schuylkill Navigation,	1,416,187 00	1,416,187 00	1,416,187 00	. . . . .	. . . . .
Littlestown,	115,616 00	115,616 00	115,616 00	74,850 00	74,850 00
Loyalsock,	38,101 04	51,249 99	71,623 15	154,197 22	213,588 91
Lykens Valley,	595,767 24	578,767 24	587,767 24	595,767 24	595,767 14
McKeesport,	. . . . .	. . . . .	. . . . .	763 32	874 82
McKeesport and Belle Vernon,	. . . . .	14,541 79	642,469 77	1,300,000 00	. . . . .
McKeesport and Bessemer,	. . . . .	. . . . .	2,183 54	17,502 03	441,207 54
McKeesport Connecting,	. . . . .	. . . . .	. . . . .	. . . . .	45,602 90
Mahoning Valley,	. . . . .	. . . . .	. . . . .	. . . . .	159,179 96
Martin's Creek,	28,420 33	28,420 33	30,000 00	30,000 00	30,000 00
Middletown and Hummelstown,	. . . . .	. . . . .	. . . . .	71,485 00	121,820 88
Mifflin and Centre County,	365,789 39	365,789 39	365,989 39	365,939 39	365,939 39
Mill Creek and Mine Hill,	323,045 00	323,045 00	323,045 00	323,045 00	323,045 00
Mine Hill and Schuylkill Haven,	. . . . .	. . . . .	. . . . .	. . . . .	128,336 30
Monongahela Connecting,	299,691 08	496,038 45	560,823 00	682,028 38	706,023 19
Monongahela Incline Plane,	250,000 00	. . . . .	. . . . .	. . . . .	. . . . .
Mont Alto,	342,134 25	342,134 25	235,000 00	235,000 00	235,000 00
Montour,	. . . . .	. . . . .	. . . . .	. . . . .	10,622 61
Montrose,	374,049 31	374,049 31	374,049 31	373,969 31	373,969 31
Mount Oliver Incline Plane,	103,031 85	. . . . .	. . . . .	. . . . .	. . . . .
Mount Carbon and Port Carbon,	282,815 45	282,815 45	282,815 45	282,815 45	282,815 45
Mount Jewett, Kinzua and Riterville,	. . . . .	. . . . .	. . . . .	. . . . .	66,040 42
Mount Penn Gravity,	. . . . .	. . . . .	. . . . .	112,688 50	132,782 31
Mount Pleasant and Broadford,	201,669 69	201,609 69	201,669 69	202,064 40	203,167 81
Mount Pleasant and Latrobe,	. . . . .	. . . . .	12,989 59	13,030 34	13,030 34
Nescopec,	372,987 08	459,674 57	460,395 28	460,395 28	460,395 28
Nesquehoning Valley,	1,405,907 47	1,405,904 47	1,412,637 78	1,418,756 35	1,418,756 35
Neversink Mountain,	. . . . .	. . . . .	. . . . .	. . . . .	181,553 05
New Castle and Beaver Valley,	876,342 18	876,671 49	876,671 49	877,059 84	877,059 84
New Brighton and New Castle,	784,122 50	. . . . .	. . . . .	. . . . .	. . . . .
Newry,	25,408 44	25,408 44	25,408 44	. . . . .	. . . . .
New Castle and Shenango Valley,	. . . . .	. . . . .	. . . . .	538,566 62	540,893 40
New York, Lake Erie and Western,	12,761,536 52	14,138,567 97	14,772,494 27	161,145,923 43	161,621,092 44
New York, Lake Erie and Western Coal,	2,008,943 50	2,023,550 19	2,052,724 45	2,056,301 81	2,067,292 44

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New York, Chicago and St. Louis,	70,894,426 85	49,980,087 25	50,189,459 85	49,840,197 76	49,857,297 07
New York and North Pennsylvania,	. . . . .	100,000 00	100,000 00	100,000 00	100,000 00
New York, Pennsylvania and Ohio,	145,921,809 08	148,553,361 57	151,252,383 28	157,164,043 73	159,755,972 28
New York, Philadelphia and Chicago,	. . . . .	. . . . .	. . . . .	. . . . .	5,037 85
New York, Ridgway and Pittsburgh,	49,500 00	51,000 00	51,000 00	. . . . .	. . . . .
New York, Susquehanna and Western,	27,031,080 53	27,951,740 88	28,111,087 35	28,497,434 59	28,737,993 20
Nittany Valley,	. . . . .	. . . . .	140,917 28	176,952 32	176,989 28
Northern Central,	17,966,688 53	18,241,423 99	18,427,065 42	18,794,970 29	19,232,074 60
North East Pennsylvania,	306,041 96	306,041 96	306,041 96	418,159 47	677,249 11
North Pennsylvania,	11,833,662 20	11,833,643 77	11,987,179 05	11,983,117 41	12,068,834 93
North and West Branch,	3,089,095 44	3,092,649 44	3,120,911 61	3,306,900 20	3,317,526 95
Ohio and Baltimore Short Line,	1,479,275 16	1,479,275 16	1,480,268 79	1,521,613 58	1,532,986 93
Ohio Connecting,	. . . . .	. . . . .	. . . . .	. . . . .	1,318,759 15
Oil City and Ridgway,	71,427 43	71,427 43	71,427 43	71,427 43	71,427 43
Ontario, Carbondale and Scranton,	. . . . .	. . . . .	. . . . .	2,981,384 76	3,494,985 94
Pennsylvania,	63,851,609 34	67,625,744 71	68,793,078 34	88,735,287 86	94,003,316 77
Pennsylvania Company,	. . . . .	. . . . .	. . . . .	5,764,299 57	6,243,644 43
Pennsylvania, Lehigh and Eastern,	. . . . .	. . . . .	. . . . .	188,501 96	193,048 69
Pennsylvania and Midland,	. . . . .	. . . . .	. . . . .	. . . . .	25,000 00
Pennsylvania and New York Canal and Railroad,	8,339,098 08	8,204,094 96	8,460,474 10	8,052,325 47	8,089,040 13
Pennsylvania, Poughkeepsie and Boston,	. . . . .	886,397 01	. . . . .	3,781,627 33	4,357,362 26
Pennsylvania Sehuylkill Valley,	12,253,692 95	13,002,222 32	13,276,027 62	13,606,966 35	13,831,908 28
Pennsylvania and Western,	200,000 00	200,000 00	. . . . .	. . . . .	100,000 00
Pennsylvania and North Western,	. . . . .	. . . . .	. . . . .	3,441,237 46	3,685,152 55
Penn Gas Coal Company's Railroad,	376,287 24	377,887 24	377,884 24	377,887 24	377,887 24
People's,	115,428 63	115,428 63	115,428 63	121,241 63	121,041 63
Perkiomen,	2,085,753 31	2,087,144 54	2,088,398 69	2,089,216 28	2,089,216 28
Perry County,	. . . . .	. . . . .	. . . . .	126,400 00	135,121 89
Philadelphia and Baltimore Central,	4,214,791 82	4,263,467 00	4,298,799 46	4,379,321 54	4,084,354 14
Philadelphia Belt Line,	. . . . .	. . . . .	. . . . .	. . . . .	24,338 35
Philadelphia and Chester Valley,	. . . . .	. . . . .	1,073,613 88	1,086,372 65	1,086,372 65
Philadelphia and Delaware County,	. . . . .	. . . . .	. . . . .	500,000 00	500,000 00
Philadelphia and Erie,	26,186,163 35	26,186,163 35	26,186,163 35	26,398,885 98	30,093,954 43
Philadelphia, Germantown and Chestnut Hill,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Philadelphia, Germantown and Norristown,	. . . . .	. . . . .	. . . . .	2,282,355 61	2,282,355 61
Philadelphia, Harrisburg and Pittsburgh,	. . . . .	. . . . .	. . . . .	. . . . .	3,039,633 70
Philadelphia and Lehigh Valley,	. . . . .	. . . . .	. . . . .	. . . . .	22,184 90
Philadelphia Midland,	500,000 00	. . . . .	. . . . .	. . . . .	. . . . .
Philadelphia, Newtown and New York,	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00
Philadelphia and Reading,	50,688,344 56	75,385,325 86	96,097,051 38	98,125,807 24	102,018,897 21
Philadelphia and Reading Terminal,	. . . . .	. . . . .	. . . . .	183,241 93	1,239,473 75
Philadelphia and Trenton,	2,577,672 09	2,654,751 94	2,731,418 39	3,448,771 75	3,524,595 05
Philadelphia, Wilmington and Baltimore,	13,745,256 25	13,873,439 32	14,147,367 75	14,684,784 71	16,157,349 81

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Pickering Valley,	$480,837 82	$481,399 08	$481,399 08	$481,399 08	$481,399 08
Pine Creek,	4,634,933 23	4,637,128 06	4,637,128 06	4,637,128 06	4,637,379 61
Pittsburgh, Butler and Shenango,	. . . . .	. . . . .	. . . . .	537,086 50	. . . . .
Pittsburgh and Castle Shannon,	216,427 50	218,121 57	168,870 00	315,612 38	351,307 96
Pittsburgh, Chartiers and Youghiogheny,	1,008,069 98	1,094,779 86	1,165,382 71	1,170,745 82	1,191,475 70
Pittsburgh, Cincinnati and St. Louis,	20,966,478 71	21,202,077 18	21,330,957 17	21,758,861 61	. . . . .
Pittsburgh, Cincinnati, Chicago and St. Louis,	. . . . .	. . . . .	. . . . .	. . . . .	84,974,584 95
Pittsburgh and Connellsville,	15,967,249 28	16,114,207 32	16,271,042 24	16,512,511 33	16,619,724 61
Pittsburgh East End,	19,623 22	19,623 22	19,623 22	. . . . .	. . . . .
Pittsburgh, Fort Wayne and Chicago,	42,065,237 29	42,532,912 71	43,310,456 64	43,664,921 15	44,653,578 57
Pittsburgh Junction,	3,111,198 70	3,101,007 12	3,072,636 17	3,134,000 20	3,195,599 00
Pittsburgh and Lake Erie,	. . . . .	6,624,448 28	7,106,009 92	8,098,987 13	8,928,666 06
Pittsburgh and Mansfield,	. . . . .	300 00	300 00	2,520 00	2,520 00
Pittsburgh, McKeesport and Youghiogheny,	. . . . .	6,029,666 70	6,087,680 18	6,409,650 00	7,709,650 00
Pittsburgh and North Eastern,	. . . . .	10,000 00	. . . . .	. . . . .	. . . . .
Pittsburgh, Shenango and Lake Erie,	. . . . .	. . . . .	. . . . .	3,894,415 30	. . . . .
Pittsburgh and State Line,	2,789,253 45	. . . . .	. . . . .	. . . . .	. . . . .
Pittsburgh, Virginia and Charleston,	. . . . .	. . . . .	. . . . .	5,563,069 94	5,798,780 71
Pittsburgh and Western,	15,487,700 89	. . . . .	. . . . .	2,123,811 26	2,622,219 74
Pittsburgh, Youngstown and Ashtabula,	. . . . .	5,731,307 20	6,034,227 89	6,131,304 22	6,676,389 59
Pomeroy and Newark,	502,056 25	502,056 25	502,056 25	502,056 25	502,056 25
Reading and Columbia,	2,438,722 57	2,435,939 12	2,434,569 12	2,440,588 84	2,442,573 96
Reading, Marietta and Hanover,	. . . . .	. . . . .	. . . . .	332,587 11	332,587 11
Rew City and Eldred,	113,087 40	113,087 40	113,087 40	113,087 40	113,118 60
Ridgway and Clearfield,	981,174 13	981,174 13	981,920 22	985,469 80	985,469 80
River Front,	547,079 67	588,483 05	561,277 72	632,496 82	592,681 70
Rochester, Beaver Falls and Western,	. . . . .	. . . . .	. . . . .	. . . . .	48,125 76
Rupert and Bloomsburg,	. . . . .	. . . . .	. . . . .	55,122 82	55,767 57
Salisbury,	249,482 64	. . . . .	258,570 75	266,540 24	270,247 94
Schuylkill and Lehigh,	1,063,800 32	1,063,800 32	1,063,800 32	1,063,800 32	1,063,800 32
Schuylkill River East Side,	. . . . .	. . . . .	9,000,000 00	9,000,000 00	9,000,000 00
Schuylkill River West Side	. . . . .	. . . . .	. . . . .	2,859 10	2,859 10
Schuylkill Valley Navigation Railroad,	576,840 94	576,840 94	576,840 94	576,840 94	576,840 94
Shade Creek,	. . . . .	. . . . .	. . . . .	7,630 59	7,630 59
Shamokin, Sunbury and Lewisburg,	2,659,428 92	2,663,883 62	2,670,255 86	2,973,761 62	3,048,261 62
Shamokin Valley and Pottsville,	2,875,700 00	2,875,700 00	2,875,700 00	2,876,150 00	2,876,150 00
Sharon,	580,972 81	580,972 81	584,486 18	602,316 63	617,345 20

Sharpsville,	433,197 77	438,655 42	448,465 73	450,196 43	450,196 43
Shenango and Allegheny,	. . . . .	1,852,613 87	. . . . .	. . . . .	. . . . .
Shenango Valley,	. . . . .	55,200 00	111,858 98	127,787 33	127,787 33
Sinnemahoning and Sheffield,	16,500 00	19,500 00	. . . . .	. . . . .	. . . . .
Sinnemahoning Valley,	90,000 00	90,000 00	90,000 00	90,000 00	90,000 00
Slate Run,	72,500 00	75,000 00	84,917 82	86,442 21	86,442 21
Slatington,	. . . . .	. . . . .	. . . . .	1,729 69	1,733 29
Somerset County,	73,143 06	72,143 06	74,293 06	74,300 00	74,300 00
Somerset and Cambria,	1,317,194 82	1,324,737 86	1,334,778 74	1,334,917 19	1,335,465 84
South Easton and Philipsburg,	. . . . .	. . . . .	. . . . .	. . . . .	82,899 12
South Fork,	. . . . .	. . . . .	. . . . .	. . . . .	26,550 49
South Mountain,	. . . . .	390,764 41	390,764 41	390,764 41	390,764 41
South-West Pennsylvania,	1,615,766 43	1,809,683 98	1,943,966 74	2,300,370 01	2,418,411 18
Southern Pennsylvania,	625,000 00	625,000 00	625,000 00	1,425,000 00	1,425,000 00
State Line (Genesee Falls, Pa.),	. . . . .	. . . . .	. . . . .	. . . . .	3,088 40
State Line (Pittsburgh),	113,820 46	131,019 77	146,107 23	158,781 12	183,398 49
State Line and Sullivan,	. . . . .	. . . . .	. . . . .	1,246,351 48	1,246,351 48
Stewart,	. . . . .	158 65	7,322 59	7,114 20	7,114 20
Stewartstown,	74,671 15	76,067 65	76,067 65	76,067 65	76,067 65
Stony Creek,	552,832 85	553,134 09	553,202 09	544,104 88	546,263 62
Sunbury, Hazleton and Wilkes-Barre,	3,535,109 96	3,535,109 96	3,535,109 96	3,535,109 96	3,535,109 96
Sunbury and Lewistown,	. . . . .	. . . . .	. . . . .	1,100,000 00	1,100,000 00
Susquehanna and Clearfield,	570,912 55	570,912 55	570,912 55	570,912 55	570,912 55
Tioga,	1,472,816 23	1,473,816 23	1,473,846 82	1,474,521 93	1,474,521 93
Tionesta Valley,	209,690 11	209,690 11	209,690 11	237,430 87	244,227 68
Tipton,	43,250 00	43,250 00	43,250 00	43,250 00	43,250 00
Trenton Cut-off,	. . . . .	. . . . .	. . . . .	467,063 18	1,251,815 76
Tresckow,	233,377 19	233,537 02	233,537 02	267,378 40	271,017 40
Trout Run,	. . . . .	. . . . .	. . . . .	35,240 00	38,140 00
Turtle Creek Valley,	. . . . .	. . . . .	44,333 03	192,987 13	204,920 50
Tyrone and Clearfield,	1,799,389 00	1,857,120 61	1,905,272 95	1,959,674 65	2,019,930 25
Union,	. . . . .	. . . . .	. . . . .	. . . . .	17,093 01
Ursina and North Fork,	. . . . .	22,500 00	30,000 00	30,000 00	30,000 00
Warren and Farnsworth,	168,349 48	168,349 48	168,349 48	169,916 65	171,269 83
Waynesburg and Washington,	238,601 36	244,634 00	245,713 45	253,955 75	253,955 75
West Chester,	276,389 50	276,389 50	276,389 50	281,282 71	281,724 38
West Chester and Phœnixville,	. . . . .	. . . . .	. . . . .	20,222 23	21,435 56
Western Maryland,	5,052,056 02	5,068,755 65	5,301,423 38	5,397,354 18	5,396,801 80
Western New York and Pennsylvania,	. . . . .	. . . . .	60,112,348 83	61,500,738 71	62,507,636 87
Western Pennsylvania,	5,410,008 21	5,687,558 21	6,137,192 19	6,318,613 50	6,288,025 73
West Penn and Shenango Connecting,	. . . . .	991,678 92	. . . . .	. . . . .	. . . . .
Wheeling, Pittsburgh and Baltimore,	1,229,493 83	6,971,247 11	7,042,600 22	7,073,028 80	7,112,313 13
Wilcox,	25,000 00	25,000 00	25,000 00	25,000 00	21,625 60

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Wilcox and Rocky Run,					$25,591 46
Wilkes-Barre and Harvey's Lake,	$172,000 00	$193,674 78	$207,135 67	$252,056 64	302,316 08
Wilkes-Barre and Scranton,			696,469 77	804,322 32	855,340 54
Wilkes-Barre and Western,		862,100 00	862,100 00	862,000 00	862,000 00
Williamsport and North Branch,				1,150,492 22	1,123,294 33
Wilmington and Northern,	1,899,843 98	1,979,553 03	2,107,580 52	2,268,992 24	2,325,682 75
Wind Gap and Delaware,	65,963 87	93,417 64	157,542 17	160,017 72	163,038 70
York and Peach Bottom,	582,623 38	588,312 54	591,208 73	591,441 38	591,441 38
Youghiogheny Connecting,					572 97
Youghiogheny Northern,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Totals,	$941,146,774 74	$1,013,450,739 76	$1,068,035,596 47	$1,311,245,952 80	$1,413,852,335 73

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1899-91.
Addison and Pennsylvania,	2,499			51,680	55,060
Allegheny Valley,	1,080,902	1,247,503	1,463,371	1,502,988	1,560,011
Altoona and Wapsononock,					1,200
Baltimore and Cumberland Valley,		46,450	42,967	48,545	
Baltimore and Cumberland Valley Extension,	105,490	58,084	53,233	60,630	
Baltimore and Harrisburg,		85,517	109,207	150,933	193,126
Baltimore and Harrisburg Western Extension,				45,917	
Baltimore and Philadelphia,	70,834	309,480	781,697		1,383,969
Bangor and Portland,				140,740	141,889
Barclay Coal Company's Railroad,	19,022	27,897	31,823	28,781	
Beaver and Elwood,					2,679
Beech Creek,	64,473	144,914	168,603	163,346	154,023
Bell's Gap,	63,369	95,786	126,898		
Berlin,		6,279	7,603	8,314	9,519

Berlin Branch,	5,052	3,455	4,445	. . . . .	5,419
Bradford, Bordell and Kinzua,	68,195	74,684	63,711	114,720	82,488
Bradford, Eldred and Cuba,	. . . . .	39,031	. . . . .	43,284	38,314
Buffalo, New York and Philadelphia,	1,215,244	1,205,404	. . . . .	. . . . .	. . . . .
Buffalo, Rochester and Pittsburgh,	. . . . .	. . . . .	423,773	623,521	681,885
Catasauqua and Fogelsville,	11,492	12,406	11,281	13,417	16,934
Chartiers,	303,200	265,431	300,499	391,594	429,700
Cleveland and Pittsburgh,	1,138,095	1,253,900	1,264,749	1,477,335	1,502,546
Corning, Cowanesque and Antrim,	152,591	172,717	182,103	181,158	190,058
Cornwall,	105,232	140,811	133,467	162,253	167,042
Cornwall and Lebanon,	. . . . .	. . . . .	. . . . .	213,535	255,918
Cornwall and Mount Hope,	116,011	. . . . .	. . . . .	. . . . .	. . . . .
Confluence and Oakland,	. . . . .	. . . . .	. . . . .	3,094	10,814
Coudersport and Port Allegany,	21,924	20,275	24,627	29,595	26,746
Cresson, Clearfield County and New York Short Route,	20,374	53,699	78,579	. . . . .	100,785
Cumberland Valley,	621,009	632,551	659,423	801,703	861,772
Delaware and Hudson Canal Company's Railroad,	412,997	923,425	1,027,729	1,069,360	1,051,031
Delaware, Lackawanna and Western,	1,193,042	1,347,982	1,507,955	1,533,812	1,563,635
Delaware River and Lancaster,	. . . . .	. . . . .	. . . . .	. . . . .	5,947
Dillsburg and Mechanicsburg,	. . . . .	104,696	122,994	. . . . .	. . . . .
Dunkirk, Allegheny Valley and Pittsburgh,	151,000	145,085	148,536	163,834	194,082
East Broad Top,	55,353	69,566	72,861	76,218	91,575
Elmira and Williamsport,	204,019	220,930	230,557	. . . . .	. . . . .
Erie and Pittsburgh,	212,693	243,329	249,223	268,068	298,499
Erie and Wyoming Valley,	32,979	65,395	99,767	79,431	94,156
Frankford and Holmesburg,	143,505	145,031	160,529	. . . . .	. . . . .
Gettysburg and Harrisburg,	. . . . .	72,984	96,122	91,897	74,220
Hanover Junction, Hanover and Gettysburg,	61,600	. . . . .	. . . . .	. . . . .	. . . . .
Harrisburg and Potomac,	18,316	17,217	15,620	. . . . .	. . . . .
Huntingdon and Broad Top Mountain,	86,437	95,018	86,959	94,789	95,780
Kinzua Creek and Kane,	. . . . .	. . . . .	. . . . .	. . . . .	3,232
Lake Shore and Michigan Southern,	3,715,507	3,728,510	4,051,704	4,544,748	5,410,894
Lawrence,	64,436	. . . . .	. . . . .	. . . . .	. . . . .
Lehigh and Lackawanna,	58,155	. . . . .	. . . . .	75,820	90,415
Lehigh and Susquehanna,	. . . . .	. . . . .	. . . . .	956,625	1,171,834
Lehigh Valley,	2,264,234	3,116,215	3,627,967	4,692,047	5,462,516
Ligonier Valley,	79,235	64,491	76,799	100,948	144,100
Little Saw Mill Run,	19,239	19,189	36,330	62,918	50,724
Littlestown,	. . . . .	6,734	. . . . .	. . . . .	. . . . .
Lykens Valley,	34,920	40,474	40,795	. . . . .	. . . . .
Mahoning Valley,	. . . . .	. . . . .	. . . . .	. . . . .	596
Meadville and Linesville,	23,613	31,841	39,647	40,016	41,275
Middletown and Hummelstown,	. . . . .	. . . . .	. . . . .	. . . . .	47,842

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY	1886.	1887.	1888.	1889-90.	1890-91.
Monongahela Incline Plane,	837,598				
Mont Alto,	50,463	48,737	61,260	71,460	89,348
Montour,					30,569
Montrose,	13,522	16,689	20,191	14,669	14,128
Mount Oliver Ineline,	856,648				
Mount Penn Gravity,				42,937	81,547
Mount Pleasant and Broadford,		147,934	134,586	141,186	126,342
Neversink Mountain,					37,852
New Brighton and New Castle,	162,562				
New Castle and Beaver Valley,	154,803	167,692	171,092	191,767	210,833
New York, Lake Erie and Western,	6,261,118	6,865,903	8,543,684	11,074,489	11,677,902
New York, Lake Erie and Western Coal,	24,549	20,515	28,740	43,499	15,665
New York, Chicago and St. Louis,	456,113	434,603	478,249	535,768	575,668
New York and North Pennsylvania,		8,215	9,966	5,169	9,926
New York, Pennsylvania and Ohio,		1,532,561	1,578,563	1,836,966	1,877,693
New York, Susquehanna and Western,	937,674	1,036,248	1,085,498	1,226,379	1,356,810
Northern Central,	2,687,421	2,939,670	3,040,335	4,322,118	4,568,195
North East Pennsylvania,	120,268	118,879	126,320	165,757	188,125
Pennsylvania,	14,160,935	16,880,727	18,264,582	41,764,226	44,679,580
Pennsylvania, Poughkeepsie and Boston,				24,317	48,915
Pennsylvania and North Western,				125,323	137,185
Penn Gas Coal Company's Railroad,	15,454	16,811	19,383	21,676	20,217
Perkiomen,	170,912	167,861	175,464	163,776	177,202
Perry County,				10,661	28,947
Philadelphia and Chester Valley,			35,642	48,905	54,526
Philadelphia and Erie,	1,075,232	1,134,646	1,183,761		
Philadelphia, Germantown and Chestnut Hill,	1,873,940	2,219,615	2,532,345		
Philadelphia, Newtown and New York,	400,309	442,497		552,771	600,929
Philadelphia and Reading,	25,600,760	15,678,715	15,975,839	17,504,375	18,648,316
Philadelphia and Trenton,	5,853,721	6,643,395	7,096,083		
Philadelphia, Wilmington and Baltimore,	6,442,713	7,144,372	7,372,202	7,960,048	8,427,845
Pine Creek,	90,874	99,173	106,579	114,073	124,573
Pittsburgh and Castle Shannon,	353,615	406,730	451,968	553,931	645,412
Pittsburgh, Chartiers and Youghiogheny,	90,046	77,244	98,056	98,629	105,752
Pittsburgh, Cincinnati and St. Louis,	1,324,113	1,516,271	1,721,606	2,022,629	
Pittsburgh, Cincinnati, Chicago and St. Louis,					4,000,883
Pittsburgh and Connellsville,		2,129,835	2,182,300	2,444,581	2,241,408

Pittsburgh, Fort Wayne and Chicago,	3,422,178	3,749,756	4,042,920	4,588,036	4,840,312
Pittsburgh Junction,	199	200	. . . . .	. . . . .	. . . . .
Pittsburgh and Lake Erie,	. . . . .	700,132	833,589	1,551,229	1,802,635
Pittsburgh, McKeesport and Youghiogheny,	. . . . .	240,135	268,749	. . . . .	. . . . .
Pittsburgh and Northern,	. . . . .	. . . . .	. . . . .	74,889	36,397
Pittsburgh, Shenango and Lake Erie,	. . . . .	. . . . .	. . . . .	180,020	. . . . .
Pittsburgh and Western,	. . . . .	. . . . .	. . . . .	866,009	843,408
Pittsburgh, Youngstown and Ashtabula,	. . . . .	315,044	351,901	407,096	466,927
Reading and Columbia,	442,450	449,069	445,362	430,687	472,273
Rochester and Pittsburgh,	76,580	. . . . .	. . . . .	. . . . .	. . . . .
Rupert and Bloomsburg,	. . . . .	. . . . .	. . . . .	39,280	49,186
Salisbury,	. . . . .	5,136	5,815	4,154	3,496
Schuylkill River East Side,	. . . . .	. . . . .	. . . . .	798,420	935,975
Shamokin Valley and Pottsville,	161,506	193,323	281,110	. . . . .	. . . . .
Sharpsville,	. . . . .	. . . . .	. . . . .	7,452	8,382
Shenango and Allegheny,	. . . . .	95,782	. . . . .	. . . . .	. . . . .
Shenango Valley,	. . . . .	. . . . .	. . . . .	16,077	. . . . .
Sinnemahoning Valley,	. . . . .	. . . . .	. . . . .	. . . . .	19,124
Slate Ridge and Delta,	6,494	5,358	. . . . .	. . . . .	. . . . .
Somerset County,	25	18	. . . . .	. . . . .	. . . . .
Somerset and Cambria,	. . . . .	81,151	82,725	106,548	113,176
South Mountain,	. . . . .	83,021	100,668	102,072	86,722
South Pennsylvania,	. . . . .	24,239	25,335	. . . . .	. . . . .
State Line (Pittsburgh),	. . . . .	. . . . .	. . . . .	52	39
Stewartstown,	13,486	14,979	15,181	14,618	15,196
Stony Creek,	106,099	99,064	94,117	86,802	94,562
Tioga,	155,018	182,542	184,641	157,119	156,120
Tionesta Valley,	152,291	137,857	134,059	14,081	19,452
Warren and Farnsworth,	6,370	4,383	3,085	4,163	3,818
Waynesburg and Washington,	37,657	37,931	39,424	51,443	51,610
Western Maryland,	690,497	728,299	727,959	874,408	972,348
Western New York and Pennsylvania,	. . . . .	. . . . .	1,205,120	1,392,022	1,522,867
West Penn and Shenango Connecting,	. . . . .	74,396	. . . . .	. . . . .	. . . . .
Wheeling, Pittsburgh and Baltimore,	. . . . .	338,049	309,884	516,444	480,657
Wilkes-Barre and Western,	. . . . .	. . . . .	. . . . .	. . . . .	24,965
Williamsport and North Branch,	54,509	53,105	51,168	58,933	57,335
Wilmington and Northern,	315,105	320,679	328,628	395,227	426,631
York and Peach Bottom,	64,293	68,351	65,985	. . . . .	. . . . .
Totals,	89,414,891	92,252,124	99,649,869	125,897,059	138,070,156

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889–90.	1890–91.
Addison and Pennsylvania,	58,954	36,924	94,732	60,001	80,690
Allegheny and Kinzua,	. . . .	. . . .	. . . .	. . . .	188,527
Allegheny Valley,	2,619,461	2,899,693	3,379,567	4,224,777	4,237,045
Baltimore and Cumberland Valley,	. . . .	40,281	48,988	50,597	. . . .
Baltimore and Cumberland Valley Extension,	46,088	33,558	40,371	37,505	. . . .
Baltimore and Harrisburg,	. . . .	63,800	77,052	88,522	121,602
Baltimore and Harrisburg Western Extension,	. . . .	. . . .	. . . .	23,183	. . . .
Baltimore and Ohio Short Line,	986,236	. . . .	. . . .	. . . .	. . . .
Baltimore and Philadelphia,	135,306	779,791	1,297,184	. . . .	2,086,319
Bangor and Portland,	82,330	95,372	106,208	137,860	168,630
Barclay Coal Company's Railroad,	232,305	210,894	211,343	161,956	. . . .
Beaver and Elwood,	. . . .	. . . .	. . . .	. . . .	4,938
Beech Creek,	721,136	1,491,093	1,877,107	2,077,399	2,422,687
Bell's Gap,	262,497	385,178	897,084	. . . .	. . . .
Berlin,	23,773	13,289	34,120	48,554	17,535
Berlin Branch,	6,328	6,071	7,527	7,371	9,051
Bradford, Bordell and Kinzua,	41,962	60,618	73,481	83,636	78,443
Bradford, Eldred and Cuba,	17,922	16,924	13,280	26,468	16,282
Buffalo, New York and Philadelphia,	2,933,350	3,250,874	. . . .	. . . .	. . . .
Buffalo, Rochester and Pittsburgh,	. . . .	1,954,540	1,705,447	1,759,990	2,390,878
Catasauqua and Fogelsville,	308,315	373,844	334,643	330,923	309,331
Chartiers,	680,819	629,796	580,331	684,497	848,231
Cleveland and Pittsburgh,	3,051,233	3,324,029	3,670,874	4,552,159	4,583,237
Corning, Cowanesque and Antrim,	1,910,144	2,430,697	2,689,817	2,925,151	3,092,797
Cornwall,	1,110,536	1,037,137	967,364	1,058,548	906,359
Cornwall and Lebanon,	571,705	546,615	766,949	822,533	785,301
Cornwall and Mt. Hope,	59,443	. . . .	. . . .	. . . .	. . . .
Confluence and Oakland,	. . . .	. . . .	. . . .	11,960	27,562
Coudersport and Port Allegany,	30,848	40,230	59,820	71,372	117,285
Cresson, Clearfield County and New York Short Route,	30,747	58,607	120,917	. . . .	334,549
Cumberland Valley,	769,179	910,878	789,080	1,098,800	1,077,340
Delaware and Hudson Canal Company's Railroad,	4,534,874	5,434,727	7,208,245	5,526,358	2,642,671
Dewaware, Lackawanna and Western,	8,058,373	9,232,414	10,109,344	9,288,267	10,403,226
Delaware River and Lancaster,	. . . .	. . . .	. . . .	. . . .	8,238
Delaware, Susquehanna and Schuylkill,	. . . .	. . . .	. . . .	269,394	1,156,733
Dillsburg and Mechanicsburg,	. . . .	96,214	83,931	. . . .	. . . .

Dunkirk, Allegheny Valley and Pittsburgh,	230,706	205,434	177,214	206,481	244,255
East Broad Top,	208,487	253,890	235,660	297,902	270,171
Edgewood,	55,500			64,500	3,000
Elmira and Williamsport,	1,834,700	2,405,909	2,623,708		
Erie and Pittsburgh,	1,082,247	1,088,936	1,313,605	1,751,459	1,549,540
Erie and Wyoming Valley,	1,591,444	1,980,350	2,025,568	1,884,556	2,224,594
Falls Creek,				79,938	127,943
Frankford and Holmesburg,	15,019	16,059	19,896		
Gettysburg and Harrisburg,		19,404	28,394	28,995	34,310
Greenlick Narrow Gauge,	8,858	8,231	6,108		5,116
Hanover Junction, Hanover and Gettysburg,	68,194				
Harrisburg and Potomac,	45,138	63,541			
Huntingdon and Broad Top Mountain,	892,198	1,100,528	1,466,022	2,006,675	2,619,406
Ironton,	151,120	165,556	159,448	144,298	165,208
Kinzua Creek and Kane,				48,312	52,271
Kinzua Valley,				21,000	
Lake Shore and Michigan Southern,	8,305,597	9,326,852	9,069,857	10,975,241	11,259,811
Lawrence,	1,489,869				
Lehigh and Lackawanna,	71,696	81,020	70,729	100,018	78,898
Lehigh and Susquehanna,		10,502,000	8,928,389	9,547,272	7,890,123
Lehigh Valley,	10,541,530	11,250,310	12,181,596	13,550,167	14,394,933
Ligonier Valley,	49,720	69,398	71,025	107,354	111,180
Little Saw Mill Run,	175,664	205,687	223,028	299,042	260,488
Littlestown,		12,322			
Lykens Valley,	407,072	612,224	650,670		
Mahoning Valley,					10,849
Meadville and Linesville,	41,048	38,407	38,079	36,935	24,529
Middletown and Hummelstown,					21,532
Mont Alto,	33,335	36,869	33,060	31,912	45,621
Montour,	168,166	131,678	208,898	182,151	251,873
Montrose,	14,717	15,611	13,620	14,901	14,174
Mount Pleasant and Broadford,	539,803	460,324	395,089	509,489	374,466
Nesquehoning Valley,			2,637,705		
Neversink Mountain,					134
New Brighton and New Castle,	1,466,281				
New Castle and Beaver Valley,	2,151,163	2,379,637	2,749,632	3,698,493	2,816,213
New Castle and Butler,					63,180
New Castle Railroad and Mining,	2,609				
New York, Lake Erie and Western,	12,806,918	13,949,260	15,174,009	16,269,656	17,339,140
New York, Lake Erie and Western Coal,	865,141	1,164,749	1,300,990	1,641,296	383,812
New York, Chicago and St. Louis,	2,056,148	2,468,796	2,736,337	3,084,590	3,304,425
New York and North Pennsylvania,		20,415	31,016	24,332	34,885
New York, Pennsylvania and Ohio,		5,916,489	6,138,850	7,656,542	6,965,457

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
New York, Susquehanna and Western,	918,467	1,019,535	1,068,604	1,189,134	1,324,328
Nittany Valley,	.....	.....	49,141	126,735	89,491
Northern Central,	6,780,985	7,221,215	7,489,926	11,899,307	12,066,531
North East Pennsylvania,	28,752	24,463	22,976	31,570	42,924
Ohio and Baltimore Short Line,	1,020,156	126,076	180,400	177,769	122,798
Pennsylvania,	26,420,948	30,847,635	34,569,086	49,312,371	50,013,674
Pennsylvania and New York Canal and Railroad,	3,296,747	4,016,448	3,884,312	.....	.....
Pennsylvania, Poughkeepsie and Boston,	.....	.....	.....	75,859	315,007
Pennsylvania and North Western,	.....	.....	.....	1,136,031	1,550,218
Penn Gas Coal Company's Railroad,	1,241,500	147,200	148,550	1,095	1,215
Perkiomen,	483,128	374,765	320,652	524,683	603,254
Perry County,	.....	.....	.....	8,820	10,317
Philadelphia and Chester Valley,	.....	.....	106,527	115,923	151,723
Philadelphia and Erie,	6,202,014	7,764,220	8,488,327	.....	.....
Philadelphia, Germantown and Chestnut Hill,	50	66,770	78,471	.....	.....
Philadelphia, Newtown and New York,	42,836	65,318	70,854	129,766	111,874
Philadelphia and Reading,	27,748,325	21,106,668	21,530,395	20,597,939	21,084,490
Philadelphia and Trenton,	6,385,651	7,217,628	8,572,813	.....	.....
Philadelphia, Wilmington and Baltimore,	2,209,999	2,496,686	3,019,807	3,607,379	3,656,218
Pine Creek,	2,110,127	2,601,675	3,066,135	3,328,159	4,087,759
Pittsburgh and Castle Shannon,	39,590	32,000	28,673	24,779	40,446
Pittsburgh, Chartiers and Youghiogheny,	380,885	333,973	456,295	522,402	645,842
Pittsburgh, Cincinnati and St. Louis,	4,846,166	5,560,539	5,239,796	6,106,076	.....
Pittsburgh, Cincinnati, Chicago and St. Louis,	.....	.....	.....	.....	8,162,914
Pittsburgh and Connellsville,	3,847,361	3,905,340	3,861,034	4,956,925	4,917,443
Pittsburgh, Ft. Wayne and Chicago,	5,413,597	6,315,075	6,210,816	7,965,936	7,074,834
Pittsburgh and Lake Erie,	.....	3,038,631	3,496,693	6,148,768	6,077,124
Pittsburgh, McKeesport and Youghiogheny,	.....	2,181,039	2,470,708	.....	.....
Pittsburgh, Shenango and Lake Erie,	.....	.....	.....	513,656	.....
Pittsburgh and State Line,	602,240	.....	.....	.....	.....
Pittsburgh and Western,	.....	.....	.....	2,544,768	2,222,380
Pittsburgh, Youngstown and Ashtabula,	.....	2,023,175	2,817,564	4,050,309	3,330,907
Reading and Columbia,	606,127	627,948	501,603	485,542	458,130
Rochester and Pittsburgh,	924,513	207,121	.....	.....	.....
Rupert and Bloomsburg,	.....	.....	.....	29,093	24,405
Salisbury,	235,670	255,341	283,653	393,153	415,330
Schuylkill River, East Side,	.....	.....	.....	1,807,694	2,036,993

Shade Creek,	. . . . .	. . . . .	. . . . .	. . . . .	7,000
Shamokin Valley and Pottsville,	1,427,763	1,462,111	1,497,198	. . . . .	. . . . .
Sharpsville,	166,047	101,438	208,865	90,916	73,301
Shenango and Allegheny,	. . . . .	398,619	. . . . .	. . . . .	. . . . .
Sinnemahoning Valley,	48,741	133,074	143,200	252,511	233,677
Slate Run,	7,300	29,753	36,700	36,600	64,730
Somerset County,	5,915	10,263	8,705	6,771	5,224
Somerset and Cambria,	313,965	257,082	306,897	285,053	356,441
South Mountain,	. . . . .	69,479	84,852	84,820	83,922
Southern Pennsylvania,	. . . . .	23,948	28,934	. . . . .	. . . . .
State Line (Pittsburgh),	45,068	105,528	214,292	309,649	214,088
Stewartstown,	10,960	12,587	14,096	15,667	19,630
Stony Creek,	257,594	234,530	37,995	33,071	37,625
Tioga,	1,112,995	1,009,352	881,904	791,916	816,430
Tionesta Valley,	64,209	60,945	63,539	67,969	76,265
Tresckow,	. . . . .	. . . . .	5,408	. . . . .	. . . . .
Trout Run,	. . . . .	. . . . .	. . . . .	9,000	18,474
Ursina and North Fork,	. . . . .	. . . . .	4,500	10,000	11,087
Warren and Farnsworth,	6,819	7,691	7,304	10,357	6,896
Waynesburg and Washington,	12,766	13,126	16,236	14,248	19,005
Western Maryland,	269,458	300,439	298,777	345,319	356,948
Western New York and Pennsylvania,	. . . . .	. . . . .	3,527,310	4,602,454	4,362,492
West Penn and Shenango Connecting,	. . . . .	38,929	. . . . .	. . . . .	. . . . .
Wheeling, Pittsburgh and Baltimore,	861,449	900,000	996,087	1,288,952	1,137,074
Wilkes-Barre and Scranton,	. . . . .	. . . . .	10,846	. . . . .	. . . . .
Wilkes-Barre and Western,	. . . . .	. . . . .	. . . . .	. . . . .	18,256
Williamsport and North Branch,	49,568	55,071	53,318	72,527	79,460
Wilmington and Northern,	683,583	739,337	677,298	794,338	803,004
York and Peach Bottom,	32,237	32,060	34,527	. . . . .	. . . . .
Totals,	187,978,837	216,979,820	235,145,608	246,625,567	247,496,622

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Addison and Pennsylvania,	$91,545 37	$42,945 93	$111,803 72	$87,968 55	$104,875 32
Allegheny and Kinzua,					91,673 67
Allegheny Valley,	1,786,483 02	1,993,652 17	2,071,030 97	2,481,231 43	2,563,134 08
Allentown,	2,582 30	3,239 59	2,642 19	3,340 48	3,241 16
Allentown Terminal,				20,250 00	40,500 00
Altoona and Wapsononock,					476 09
Bachman Valley,	10,946 65				
Bald Eagle Valley,				247,184 78	265,052 57
Baltimore and Cumberland Valley,		8,720 65	9,545 03	10,399 40	4,368 00
Baltimore and Cumberland Valley Extension,	30,828 13	26,895 05	28,910 67	30,653 98	32,700 00
Baltimore and Harrisburg,		61,006 81	70,971 02	83,032 10	152,225 87
Baltimore and Harrisburg Western Extension,				12,887 33	12,000 00
Baltimore and Ohio Short Line,	206,810 71				
Baltimore and Philadelphia,	72,570 07	304,580 16	427,715 40	60,596 63	764,717 79
Bangor and Portland,	156,752 30	107,435 02	88,467 72	109,191 19	136,601 68
Barclay Coal Company's Railroad,	62,470 14	61,317 97	63,853 48	62,299 89	51,372 08
Beaver and Elwood,					1,379 59
Bedford and Bridgeport,				18,360 28	18,801 84
Beech Creek,	379,116 98	786,823 41	913,333 61	940,698 48	1,101,237 00
Bell's Gap,	158,182 11	203,411 85	348,759 59		
Berlin,	5,776 89	5,109 04	7,836 53	9,957 28	6,365 38
Berlin Branch,	4,177 42	3,458 79	3,569 60	4,205 91	5,165 14
Bradford, Bordell and Kinzua,	74,130 28	80,736 93	77,665 83	124,957 02	90,519 72
Bradford, Eldred and Cuba,	45,823 61	34,019 66	28,056 79	47,840 74	37,977 42
Buffalo, New York and Philadelphia,	2,598,569 35	2,716,388 67			
Buffalo, Rochester and Pittsburgh,		1,905,941 86	1,925,526 56	1,959,146 74	2,450,080 72
Buffalo Run, Bellefonte and Bald Eagle,		12,505 12	48,694 32	63,147 52	39,947 38
Cambria and Clearfield,				3,682 00	34,120 69
Catasauqua and Fogelsville,	88,542 63	125,955 45	104,613 25	105,212 22	111,259 16
Catawissa,				234,000 00	234,000 00
Chartiers,	217,043 61	195,861 44	192,236 30	248,830 84	279,158 61
Cherry Grove,				300 00	300 00
Chester Creek,				22,755 00	23,104 98
Chestnut Hill,	16,478 00	16,478 00	16,478 00	16,478 00	16,478 00
Clarion River,					1,893 86
Cleveland and Pittsburgh,	2,715,008 73	3,079,664 65	3,221,154 23	3,423,052 65	3,489,314 86
Colebrookdale,		19,859 27	16,380 69	15,863 41	13,290 80

Columbia and Port Deposit,				162,329 85	172,893 79
Connecting,				143,495 64	139,992 90
Corning, Cowanesque and Antrim,	591,813 69	678,429 97	681,503 88	692,762 25	723,285 12
Cornwall,	113,564 30	125,634 60	115,058 52	135,077 80	120,333 11
Cornwall and Lebanon,	181,876 17	182,187 38	221,259 03	234,021 79	241,231 76
Cornwall and Mt. Hope.	15,849 61				
Confluence and Oakland.				10,735 95	20,284 14
Coudersport and Port Allegany,	29,123 83	34,871 89	43,129 77	51,731 84	67,155 00
Cresson, Clearfield County and New York Short Route,	33,705 99	50,418 03	70,990 62		124,427 54
Cumberland Valley,	733,707 62	774,476 52	752,711 64	969,112 29	1,052,462 66
Delaware and Hudson Canal Company's Railroad,	2,327,150 99	2,820,027 43	3,345,304 49	3,055,226 93	1,385,210 31
Delaware, Lackawanna and Western,	6,664,839 15	8,057,985 48	8,041,961 57	13,001,937 12	14,427,515 21
Delaware River and Lancaster,					3,916 65
Delaware, Susquehanna and Schuylkill,				25,127 36	131,381 53
Dillsburg and Mechanicsburg,	26,185 66	29,920 87	26,975 32	25,931 76	25,160 73
Dunkirk, Allegheny Valley and Pittsburgh,	227,493 68	217,566 85	204,284 27	242,220 19	265,612 78
East Broad Top,	96,065 94	117,379 15	121,261 54	128,066 72	122,814 76
East Mahanoy,		30,950 50	30,943 00	31,514 50	32,058 00
Elmira and Williamsport,	740,789 30	927,489 28	993,337 33	156,883 63	166,117 04
Erie and Pittsburgh,	567,294 99	605,965 83	622,151 33	711,131 76	719,909 85
Erie and Wyoming Valley,	488,958 11	666,216 36	777,426 18	648,719 90	700,236 07
Evergreen,	3,546 87	3,866 80			
Falls Creek,				2,900 89	5,096 71
Fayette County,				9,000 00	9,000 00
Frankford and Holmesburg,	7,349 34	7,641 07	8,704 06		
Gettysburg and Harrisburg,		32,098 74	41,474 23	40,703 67	35,229 72
Greenlick Narrow Gauge,	3,120 88	2,881 07	1,525 21	5,628 18	1,392 01
Hanover Junction, Hanover and Gettysburg,	71,886 47				
Hanover and York,				26,539 50	35,017 65
Harrisburg and Potomac,	22,830 07	28,803 72	27,519 94	20,919 72	
Harrisburg, Potomac, Mt. Joy and Lancaster,	92,088 19			121,579 28	120,369 59
Huntingdon and Broad Top Mountain,	379,874 96	435,425 65	516,000 21	642,057 27	706,624 18
Ironton,	41,524 87	44,999 41	38,614 65	44,067 31	44,643 56
Jamestown and Franklin,	143,171 63	159,130 36	167,771 52	50,315 90	
Johnsonburg,					5,417 59
Jones Lake,				1,200 00	1,200 00
Junction,	279,295 00	275,188 60	270,724 01	238,787 38	206,804 82
Kensington and Tacony,				30 00	30 00
Kinzua Creek and Kane,				19,378 30	23,054 44
Kinzua Valley,				3,056 75	339 91
Lake Shore and Michigan Southern,	15,859,455 47	18,710,963 15	18,029,627 36	21,011,704 12	20,963,315 54
Lawrence,	210,990 80				

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Lehigh and Lackawanna,	$60,092 41	$58,333 33	$61,383 00	$70,193 52	$82,786 53
Lehigh and Susquehanna,			5,320,853 01	5,277,589 86	5,454,331 81
Lehigh Valley,	9,395,802 06	11,197,167 72	12,353,739 29	17,892,613 48	18,242,316 87
Lewisburg and Tyrone,				9,557 77	27,374 40
Ligonier Valley,	28,516 04	29,624 99	30,418 84	39,348 26	45,382 07
Little Saw Mill Run,		45,641 93	51,207 47	61,801 89	57,698 07
Little Schuylkill Navigation,		225,227 42	224,558 49	223,403 71	225,061 95
Littlestown,	20,681 39	20,138 82	20,320 55	722 90	2,993 97
Lykens Valley,	124,486 74	140,849 65	136,157 81	62,513 81	62,599 79
McKeesport Connecting,					4,230 50
Mahoning Valley,					2,383 33
Meadville and Linesville,	29,759 89	32,240 15	36,726 52	34,823 06	30,517 75
Middletown and Hummelstown,					11,113 94
Mifflin and Centre County,				22,854 62	28,382 70
Mill Creek and Mine Hill,				33,000 00	33,000 00
Mine Hill and Schuylkill Haven,				326,552 00	332,684 00
Monongahela Connecting,		33,709 44	61,165 14	121,400 99	105,868 33
Monongahela Incline Plane,*	33,915 30				
Mont Alto,	20,123 47	21,399 50	21,420 22	23,735 42	28,599 83
Montour,	24,116 41		25,439 55	32,564 82	36,980 08
Montrose,	27,689 92	28,102 61	26,974 69	26,276 12	24,791 17
Mount Carbon and Port Carbon,				36,250 00	36,250 00
Mount Jewett, Kinzua and Riterville,					11,316 86
Mount Oliver Incline,*	32,980 00				
Mount Penn Gravity,				9,718 20	19,323 65
Mount Pleasant and Broadford,	25,511 06	23,704 18	17,799 12	26,489 00	22,445 10
Nescopec,					1,682 55
Nesquehoning Valley,			69,993 75	76,637 94	76,123 81
Neversink Mountain,					8,381 26
New Brighton and New Castle,	170,787 06				
New Castle and Beaver Valley,	207,214 07	258,002 51	237,537 15	263,079 70	234,674 66
New Castle and Butler,				5,529 76	6,123 74
New York, Lake Erie and Western,	18,310,495 15	19,882,071 11	20,840,022 84	29,657,017 03	29,788,245 19
New York, Lake Erie and Western Coal,	189,948 48	361,918 24	415,599 09	479,942 74	126,666 29
New York, Lackawanna and Western,	124,261 31	147,132 61	164,429 73	170,609 43	178,510 87
New York, Chicago and St. Louis,	3,826,608 46	4,796,997 23	4,918,217 64	5,557,080 07	6,029,863 21
New York and North Pennsylvania,		6,986 68	7,979 46	7,561 27	10,516 93

New York, Pennsylvania and Ohio,	2,015,526 82	6,365,127 00	6,377,966 91	2,313,553 46	2,208,023 35
New York, Susquehanna and Western,	1,129,440 53	1,395,185 34	1,445,900 45	1,520,537 38	1,608,465 66
Nittany Valley,			13,935 43	24,595 20	14,301 49
Northern Central,	3,926,629 10	4,124,905 40	3,995,450 85	7,015,317 79	7,006,604 63
North East Pennsylvania,	27,646 50	26,826 90	26,119 59	32,043 77	44,181 44
North Pennsylvania,				897,617 80	899,735 80
North and West Branch,				309,513 36	300,227 21
Ohio and Baltimore Short Line,	31,367 67	4,757 32	7,282 65	6,804 92	3,642 51
Ohio Connecting,					40,896 39
Ontario, Carbondale and Scranton,					91,189 87
Pennsylvania,	31,132,287 14	35,305,728 40	36,698,183 84	71,093,629 36	71,176,830 07
Pennsylvania Company,		1,592,645 97	1,955,739 62	1,942,874 31	2,506,553 13
Pennsylvania and New York Canal and Railroad,	2,268,573 88	2,695,012 98	2,952,547 62		
Pennsylvania, Poughkeepsie and Boston,				47,151 33	147,989 14
Pennsylvania Schuylkill Valley,				548,577 21	539,428 91
Pennsylvania and North Western,				636,806 76	840,178 06
Penn Gas Coal Company's Railroad,	9,785 15	15,706 19	16,566 76	8,123 07	7,934 20
People's,	12,066 81	12,440 49	13,053 29	19,957 33	19,947 70
Perkiomen,	280,096 36	223,347 29	200,746 11	246,578 86	269,443 85
Perry County,				7,365 34	12,954 20
Philadelphia and Baltimore Central,				155,210 11	208,370 78
Philadelphia and Chester Valley,			38,199 29	46,569 20	53,313 08
Philadelphia and Erie,	3,708,484 87	4,036,931 27	4,373,042 30	1,880,388 84	1,782,409 02
Philadelphia, Germantown and Chestnut Hill,	140,773 01	183,921 41	198,564 37	52,767 78	92,810 21
Philadelphia, Germantown and Norristown,				278,342 10	285,168 36
Philadelphia, Newtown and New York,	80,450 13	88,190 76	93,185 66	109,470 29	113,860 65
Philadelphia and Reading,	29,916,233 89	21,416,103 39	20,597,294 16	21,119,186 01	21,781,820 54
Philadelphia and Trenton,	3,304,818 61	3,626,322 84	3,847,439 73	54,175 50	54,175 50
Philadelphia, Wilmington and Baltimore,	6,004,764 40	6,007,804 57	6,604,653 32	6,973,176 40	7,002,317 76
Pickering Valley,				4,473 24	4,660 64
Pine Creek,	470,188 09	612,844 15	723,232 80	770,006 40	864,114 77
Pittsburgh, Butler and Shenango,				23,697 78	
Pittsburgh and Castle Shannon,	74,604 97	66,508 16	68,397 82	68,302 64	101,536 61
Pittsburgh, Chartiers and Youghioghcny,	67,632 95	61,920 54	89,705 05	101,514 84	136,928 18
Pittsburgh, Cincinnati and St. Louis,	4,731,813 77	5,805,431 88	5,388,547 44	6,828,177 83	
Pittsburgh, Cincinnati, Chicago and St. Louis,					11,376,077 86
Pittsburgh and Connellsville,	2,280,436 68	2,448,187 80	2,393,320 53	2,817,946 33	2,670,613 14
Pittsburgh, Fort Wayne and Chicago,	9,129,339 66	11,302,813 04	9,967,498 34	11,795,780 54	11,511,347 12
Pittsburgh Junction,	176,000 00	182,049 71	201,313 14	219,631 13	216,472 34
Pittsburgh and Lake Erie,		1,560,380 67	1,756,646 85	3,687,236 88	3,648,618 13
Pittsburgh, McKeesport and Youghiogheny,		891,813 77	1,030,560 23	384,579 00	441,579 00
Pittsburgh and Northern,			3,658 64	4,867 79	2,038 21
Pittsburgh, Shenango and Lake Erie,				249,250 37	

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Pittsburgh and State Line,	$266,635 40				
Pittsburgh, Virginia and Charleston,				$291,243 22	$404,892 85
Pittsburgh and Western,	1,091,463 22	$701,187 07	$1,280,651 69	1,447,606 03	1,439,872 58
Pittsburgh, Youngstown and Ashtabula,		986,393 93	1,082,588 70	1,318,775 65	1,090,697 05
Reading and Columbia,	382,358 17	354,038 53	312,769 06	315,322 95	334,725 59
Ridgway and Clearfield,				85,847 39	112,607 79
River Front,				23,270 00	23,270 00
Rochester and Pittsburgh,	435,301 88	139,948 71			
Rupert and Bloomsburg,				6,653 75	7,504 99
Salisbury,	31,642 43	33,415 89	39,021 67	51,035 42	54,847 76
Schuylkill River East Side,				250,782 44	281,011 40
Schuylkill Valley Navigation Railroad,				29,450 00	29,450 00
Shade Creek,					840 00
Shamokin Valley and Pottsville,	381,612 05	387,024 81	409,677 06	198,820 80	194,912 24
Sharon,				35,523 00	32,248 75
Sharpsville,	38,164 64	37,205 76	44,930 20	26,271 13	23,190 87
Sheffield and Spring Creek,				300 00	300 00
Shenango and Allegheny,		159,635 18			
Sinnemahoning Valley,	19,370 03	37,000 74	39,882 09	114,693 15	115,107 86
Slate Run,	3,650 00	7,470 98	16,757 75	16,116 38	28,945 83
Somerset County,	7,103 42	12,347 60	10,519 25		5,563 35
Somerset and Cambria,	137,567 04	121,357 55	136,528 85	153,461 05	167,535 86
South Mountain,		34,034 59	39,842 64	38,512 21	35,206 13
South-West Pennsylvania,				458,718 91	354,662 67
Southern Pennsylvania,	20,591 95	18,346 27	20,856 47	23,435 77	25,286 85
State Line (Pittsburgh),	2,726 00	6,415 76	13,176 89	17,987 62	12,361 56
State Line and Sullivan,				40,000 00	40,000 00
Stewartstown,	10,770 74	11,148 68	11,823 17	11,524 80	14,069 61
Stony Creek,	58,998 76	53,073 15	28,756 56	27,322 48	28,923 05
Strasburg,	1,300 00			1,200 00	1,200 00
Sunbury, Hazleton and Wilkes-Barre,				256,121 13	259,670 69
Sunbury and Lewistown,				238,043 17	226,101 54
Susquehanna and Clearfield,				1,595 84	
Tioga,	398,569 11	363,044 07	332,692 27	297,791 06	272,617 61
Tionesta Valley,	55,310 45	52,643 22	53,074 62	62,230 41	74,649 08
Tipton,				2,615 98	4,043 26
Trout Run,				2,700 00	5,512 60

Tyrone and Clearfield,				112,500 00	112,500 00
Ursina and North Fork,			1,368 58	2,386 93	2,828 78
Warren and Farnsworth,	11,591 51	11,145 57	9,958 60	11,690 95	8,167 67
Waynesburg and Washington,	43,218 20	45,672 09	50,546 94	55,679 12	60,295 43
West Chester,				12,598 86	12,412 50
Western Maryland,	586,733 26	623,818 64	597,787 28	659,848 51	692,331 32
Western New York and Pennsylvania,			3,061,565 90	3,653,923 10	13,796,067 64
Western Pennsylvania,				824,499 65	821,555 32
West Penn and Shenango Connecting,		35,453 05			
Wheeling, Pittsburgh and Baltimore,	214,384 98	465,609 77	530,369 56	724,160 07	688,153 03
Wilkes-Barre and Harvey's Lake,		5,394 73	19,728 94		
Wilkes-Barre and Scranton,				48,400 00	48,400 00
Wilkes-Barre and Western,		10,674 93	15,163 85	18,470 60	18,753 81
Williamsport and North Branch,	55,233 22	60,682 36	61,273 05	72,949 14	83,597 02
Wilmington and Northern,	385,917 19	383,335 76	380,852 19	432,459 11	442,627 31
York and Peach Bottom,	54,778 05	56,083 75	57,625 40	12,250 00	10,208 34
Totals,	$179,085,748 22	$199,392,286 69	$209,709,975 56	$270,442,882 80	$288,952,576 44

59-11-92.

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Addison and Pennsylvania,	$68,602 33	$20,869 39	$79,503 91	$140,076 09	$112,387 43
Allegheny and Kinzua,					89,034 38
Allegheny Valley,	1,119,865 04	1,220,020 61	1,194,256 44	2,558,136 17	2,728,126 25
Allentown,	806 47	424 34	247 10	1,000 00	240 00
Allentown Terminal,				9,000 00	18,000 00
Altoona and Wapsononock,					285 65
Bachman Valley,	12,071 90				
Bald Eagle Valley,				39,946 00	36,884 50
Baltimore and Harrisburg,		57,474 00	76,268 61	161,998 09	150,354 20
Baltimore and Ohio Short Line,	225,750 44				
Baltimore and Philadelphia,	60,701 80	455,799 94	511,414 64	261,663 96	925,601 46
Bangor and Portland,	132,235 38	81,232 46	74,595 33	101,813 52	129,140 60
Barclay Coal Company's Railroad,	45,047 04	39,363 71	46,844 44	51,681 89	30,538 14
Beaver and Elwood,					2,893 93

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Bedford and Bridgeport,				$78,421 48	$1,636 87
Beech Creek,	$215,675 31	$413,630 45	$540,599 69	897,133 33	870,780 61
Bell's Gap,	82,900 49	128,948 34	199,020 45		
Berlin,	15,441 28	14,685 79	15,023 38	28,772 72	16,702 65
Berlin Branch,	3,749 27	3,267 86	3,999 15	3,582 61	6,970 84
Bradford, Bordell and Kinzua,	75,746 37	130,671 51	75,622 82	133,794 51	101,303 69
Bradford, Eldred and Cuba,	65,161 76	50,227 85	35,650 83	77,759 14	73,674 54
Buffalo, New York and Philadelphia,	2,048,842 20	2,231,336 64			
Buffalo, Rochester and Pittsburgh,		1,194,136 77	2,025,667 89	1,928,243 18	2,375,618 43
Buffalo Run, Bellefonte and Bald Eagle,		15,425 96	55,039 01	57,302 84	54,271 40
Cambria and Clearfield,				1,266 20	6,538 23
Catasauqua and Fogelsville,	41,894 42	53,217 42	47,543 46	56,745 90	71,082 29
Catawissa,				8,809 10	8,811 19
Chartiers,	105,784 94	119,303 12	134,446 72	248,830 84	279,158 61
Cherry Grove,					300 00
Chester Creek,				11,655 00	12,004 98
Chestnut Hill,				2,000 00	2,000 00
Clarion River,					1,326 91
Cleveland and Pittsburgh,	1,694,238 53	2,335,785 66	2,130,803 43	3,523,776 52	3,513,623 77
Colebrookdale,		286 02	249 00	36,100 00	36,240 00
Columbia and Port Deposit,				205,760 05	42,764 42
Connecting,				66,797 64	63,294 90
Corning, Cowanesque and Antrim,	433,938 30	622,752 98	674,606 77	721,746 65	690,037 92
Cornwall,	67,201 58	110,263 83	131,206 04	115,102 40	89,303 60
Cornwall and Lebanon,	410,026 75	267,041 65	188,922 75	185,991 60	204,693 01
Cornwall and Mount Hope,	10,439 54				
Confluence and Oakland,				14,687 71	31,415 47
Coudersport and Port Allegany,	19,050 00	22,079 00	26,640 00	30,776 60	39,806 00
Cresson, Clearfield County and New York Short Route.	48,304 53	56,852 39	57,881 73		61,849 58
Cumberland Valley,	539,841 44	592,423 34	543,374 53	728,916 34	818,464 70
Delaware and Hudson Canal Company's Railroad,	1,204,161 27	1,389,117 44	2,408,141 41	2,147,489 24	2,677,879 26
Delaware, Lackawanna and Western,	3,722,144 06	4,199,472 84	5,947,994 30	10,840,802 92	12,019,381 71
Delaware River and Lancaster,					25,469 23
Delaware, Susquehanna and Schuylkill,				56 01	2,727 30
Dillsburg and Mechanicsburg,	15,255 90	20,537 97	15,991 76	25,022 34	24,479 80
Downingtown and Lancaster,				13,202 19	15,300 66

Dunkirk, Allegheny Valley and Pittsburgh,	236,340 76	225,156 54	198,181 33	204,925 95	204,949 91
East Broad Top,	101,026 82	100,086 90	113,017 63	148,607 26	122,852 31
East Mahanoy,		30,950 50	30,943 00	2,191 00	2,193 00
Elmira and Williamsport,	526,346 33	628,773 12	687,635 76	99,848 47	109,117 04
Erie and Pittsburgh,	391,007 73	477,028 79	428,480 31	987,803 88	957,935 60
Erie and Wyoming Valley,	1,112,123 65	569,859 05	473,379 98	584,765 45	662,870 93
Evergreen,	6,634 15	6,708 58			
Falls Creek,				4,318 11	7,547 77
Fayette County,				829 03	1 50
Ferney Mountain,					6,300 00
Frankford and Holmesburg,	22,347 35	15,160 69	18,111 54		
Gettysburg and Harrisburg,		23,041 02	24,931 46	43,790 64	51,696 03
Greenlick Narrow Gauge,	3,635 73	3,715 77	3,039 09	5,482 90	3,855 82
Hanover Junction, Hanover and Gettysburg,	55,698 20				
Hanover and York,	47,496 53	44,653 85		14,215 05	14,095 54
Harrisburg and Potomac,	34,650 94	24,792 13	20,283 30	64,014 48	
Harrisburg, Portsmouth, Mt. Joy and Lancaster,				35,546 68	34,054 77
Huntingdon and Broad Top Mountain,	219,177 10	232,209 27	264,084 08	452,849 27	478,427 13
Ironton,	15,838 30	18,806 62	19,663 88	21,070 89	32,683 79
Jamestown and Franklin,	119,997 69	112,716 27	119,185 52	51,353 73	
Johnsonburg,					14,025 15
Junction,	113,890 05	113,520 29	106,940 93	140,828 01	166,812 73
Kensington and Tacony,				5 40	190 26
Kinzua Creek and Kane,				16,817 63	18,715 87
Kinzua Valley,				2,230 00	603 43
Lake Shore and Michigan Southern,	9,731,622 00	11,029,798 17	11,310,371 19	17,690,413 12	17,680,098 16
Lawrence,	132,983 91				
Lehigh and Lackawanna,	53,092 41	58,333 33		43,134 69	61,005 86
Lehigh and Susquehanna,				2,208,006 31	2,414,307 13
Lehigh Valley,	5,411,614 26	6,142,396 25	8,475,598 94	13,995,957 88	16,155,820 03
Lewisburg and Tyrone,				15,887 64	13,334 15
Ligonier Valley,	33,699 49	35,271 77	18,874 07	29,128 11	37,703 92
Little Saw Mill Run,	27,848 21	31,955 25	37,170 82	47,944 39	47,417 23
Little Schuylkill Navigation,		34,343 38	34,405 13	34,379 68	35,413 22
Littlestown,	16,861 57	17,124 12	17,448 70	3,155 69	2,990 33
Lykens Valley,	61,986 78	78,349 69	73,657 85	1,446 68	1,726 96
McKeesport Connecting,					1,655 62
Mahoning Valley,					2,063 65
Meadville and Linesville,	21,347 45	26,135 83	33,340 57	30,936 83	28,682 11
Middletown and Hummelstown,					15,637 81
Mifflin and Centre County,				15,214 62	14,023 50
Mill Creek and Mine Hill,				708 14	712 21
Mine Hill and Schuylkill Haven,				22,344 80	21,867 07

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Monongahela Connecting,		$22,812 49	$22,516 17	$64,130 94	$63,156 24
Monongahela Incline Plane,	$19,959 12				
Mont Alto,	16,856 41	21,175 47	19,032 77	29,211 58	57,361 40
Montour,					31,342 63
Montrose,	22,843 75	22,814 82	21,907 26	15,761 76	19,642 56
Mount Carbon and Port Carbon,				2,387 17	2,391 60
Mount Jewett, Kinzua and Riterville,					11,320 17
Mount Oliver Incline Plane,	30,976 27				
Mount Penn Gravity,				9,052 41	18,260 09
Nount Pleasant and Bradford,	615 09	661 72	688 36	311 54	193 65
Nescopec,				10,207 77	11,062 21
Nesquehoning Valley,				6,012 94	5,346 31
Neversink Mountain,					8,730 92
New Brighton and New Castle,	56,749 38				
New Castle and Beaver Valley,	104,911 35	120,084 84	124,421 55	243,115 33	230,773 44
New Castle and Butler,					5,518 03
New York, Lake Erie and Western,	12,010,072 80	12,918,151 63	13,099,372 27	26,053,667 41	26,481,930 57
New York, Lake Erie and Western Coal,	225,332 01	198,178 53	224,268 65	454,702 76	117,611 72
New York, Lackawanna and Western,	63,129 20	67,341 98	75,423 98	82,963 48	90,018 07
New York, Chicago and St. Louis,	2,698,398 24	7,159,781 36	4,323,196 73	5,237,866 81	5,797,715 01
New York and North Pennsylvania,		4,490 26	5,024 84	7,151 67	10,947 74
New York, Pennsylvania and Ohio,	172,255 21	4,104,313 92	4,520,885 09	2,337,902 57	2,092,568 93
New York, Susquehanna and Western,	1,312,637 85	797,887 83	1,032,943 69	1,326,446 54	1,408,352 28
Nittany Valley,			11,860 50	17,516 90	11,071 85
Northern Central,	2,439,811 65	2,634,720 62	2,427,690 69	6,289,593 33	6,386,584 37
North East Pennsylvania,	26,979 06	30,768 53	29,615 42	54,373 33	64,823 96
North Pennsylvania,				522,741 80	522,741 80
North and West Branch,	10,360 99			108,052 55	105,132 42
Ohio and Baltimore Short Line,	31,952 14	12,667 09	19,473 73	84,368 04	45,336 73
Ohio Connecting,					40,896 39
Ontario, Carbondale and Scranton,					78,194 75
Pennsylvania,	21,344,705 68	22,328,536 29	25,973,375 69	62,036,792 04	61,829,338 76
Pennsylvania Company,	211,653 28	369,204 00	325,159 64	1,246,820 87	1,476,291 40
pennsylvania and New York Canal and Railroad,	1,606,191 29	2,044,423 55	2,108,020 99		

Pennsylvania, Poughkeepsie and Boston,				307,643 66	438,912 35
Pennsylvania Schuylkill Valley,	2,475,601 36			378,468 80	394,524 74
Pennsylvania and North Western,				605,562 58	707,727 00
Penn Gas Coal Company's Railroad,	16,287,14	16,638 55	22,808 46	17,940 57	18,207 06
People's,	8,183 81	7,848 79	14,933 60	12,062 33	12,337 61
Perkiomen,	190,371 78	156,518 90	145,325 83	263,446 87	260,551 97
Perry County,				5,737 72	11,149 43
Philadelphia and Baltimore Central,	4,329 20			130,502 68	179,573 73
Philadelphia and Chester Valley,			39,402 51	58,156 98	61,821 92
Philadelphia and Erie,	2,242,531 91	2,457,047 55	2,733,088 32	1,568,883 83	1,332,668 95
Philadelphia, Germantown and Chestnut Hill,	133,308 48	130,425 34	145,745 84	56,394 03	50,459 56
Philadelphia, Germantown and Norristown,				7,532 49	23,917 33
Philadelphia, Newtown and New York,	86,628 82	90,729 23	104,657 47	92,624 47	133,509 62
Philadelphia and Reading,	25,594,981 27	13,298,561 59	13,800,781 15	19,344,879 43	19,718,304 37
Philadelphia and Trenton,	1,906,614 69	2,010,914 45	2,125,626 90	4,765 50	4,765 50
Philadelphia, Wilmington and Baltimore,	4,278,471 74	4,536,776 21	4,827,378 53	5,918,431 49	6,211,112 75
Pickering Valley,				23,361 00	23,501 00
Pine Creek,	348,651 60	384,232 80	473,929 18	970,871 66	822,819 01
Pittsburgh, Butler and Shenango,				4,202 11	
Pittsburgh and Castle Shannon,	65,212 22	63,775 19	61,615 94	61,271 85	98,641 09
Pittsburgh, Chartiers and Youghiogheny,	56,137 74	136,404 67	142,401 08	131,780 62	150,000 42
Pittsburgh, Cincinnati and St. Louis,	3,227,154 20	4,240,485 27	4,321,891 07	8,317,144 39	
Pittsburgh, Cincinnati, Chicago and St. Louis,					11,043,309 43
Pittsburgh and Connellsville,	1,563,839 72	1,438,806 06	1,690,775 29	3,025,361 22	3,106,361 46
Pittsburgh, Fort Wayne and Chicago,	6,408,690 55	7,923,343 98	7,129,360 60	10,776,273 54	10,602,357 33
Pittsburgh Junction,	199,257 97	237,132 49	120,304 71	171,902 59	184,926 44
Pittsburgh and Lake Erie,		1,649,548 94	1,838,210 00	3,617,690 04	3,342,784 92
Pittsburgh, McKeesport and Youghiogheny,		450,668 77	632,488 23	189,000 00	225,000 00
Pittsburgh and Northern,			6,420 40	3,672 29	4,776 06
Pittsburgh, Shenango and Lake Erie,				247,701 87	
Pittsburgh and State Line,	215,266 69				
Pittsburgh, Virginia and Charleston,				176,487 29	186,527 03
Pittsburgh and Western,	1,105,648 19	473,292 63	1,208,150 18	1,220,150 33	1,463,071 11
Pittsburgh, Youngstown and Ashtabula,		617,254 47	916,161 57	1,318,775 65	1,090,697 05
Pomeroy and Newark,					991 78
Reading and Columbia,	315,393 25	269,184 64	270,482 39	368,456 72	374,511 48
Ridgway and Clearfield,				29,558 35	29,096 93
River Front,	28,349 94			9,738 00	9,740 30
Rochester and Pittsburgh,	316,340 50	130,933 84			
Rupert and Bloomsburg,				9,824 92	10,003 71
Salisbury,	26,572 07	22,547 91	28,556 52	54,089 64	37,740 65
Schuylkill River, East Side,				225,000 00	225,000 00
Schuylkill Valley Navigation Railroad,				693 97	698 50

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Shade Creek,					$722,50
Shamokin Valley and Pottsville,	$164,627 60	$184,556 22	$214,041 35	$146,528 83	142,608 35
Sharon,	10,750 56			9,676 24	9,114 82
Sharpsville,	39,364 22	26,468 71	37,577 33	30,335 57	36,396 58
Shenango and Allegheny,		131,604 34			
Sinnemahoning Valley,	19,738 97	37,594 37	40,482 80	105,307 04	115,139 04
Slate Run,		7,909 11	20,401 06	20,436 79	23,945 42
Somerset County,	7,080 45	7,309 23	6,749 45	6,347 88	5,996 16
Somerset and Cambria,	118,934 48	128,651 29	149,082 99	171,048 31	163,345 16
South Mountain,		21,731 26	23,537 24	31,881 38	27,160 52
South-West Pennsylvania,	48,726 08			103,098 04	119,958 36
Southern Pennsylvania,	17,998 95	20,448 83	22,994 69	24,682 24	25,001 36
State Line (Pittsburgh),	30,478 26	5,779 39	26,866 95	14,685 35	11,389 53
Stewartstown,	7,488 23	7,543 40	7,224 11	7,729 66	8,643 54
Stony Creek,	51,145 42	46,077 25	39,623 77	57,075 82	58,570 61
Sunbury, Hazleton and Wilkes-Barre,				156,201 70	152,336 55
Sunbury and Lewistown,				154,613 56	130,360 03
Susquehanna and Clearfield,				14,928 26	14,743 74
Tioga,	229,857 98	236,223 67	196,207 07	301,296 09	231,292 08
Tionesta Valley,	41,162 81	35,127 98	36,503 61	35,464 58	49,777 13
Tipton,				7 40	7 40
Trout Run,					3,975 49
Turtle Creek Valley,				9,690 00	
Tyrone and Clearfield,	159,015 47			52,500 00	52,500 00
Ursina and North Fork,			2,962 11	2,390 20	2,427 48
Warren and Farnsworth,	10,569 69	9,949 64	9,108 44	9,758 79	8,710 52
Waynesburg and Washington,	32,156 19	44,194 08	40,487 96	53,569 56	51,953 74
West Chester,				4,348 86	4,162 50
Western Maryland,	377,895 65	398,324 66	404,257 05	797,690 03	785,807 00
Western New York and Pennsylvania,			2,324,449 26	3,294,881 30	4,135,998 71
Western Pennsylvania,	69,238 85			238,071 32	236,724 75
West Penn and Shenango Connecting,		30,299 11			
Wheeling, Pittsburgh and Baltimore,	232,272 30	484,539 06	593,367 88	700,047 24	885,021 96
Wilkes-Barre and Harvey's Lake,			17,176 68		

Wilkes-Barre and Scranton,	. . . . .	. . . . .	. . . . .	23,400 00	23,400 00
Wilkes-Barre and Western,	. . . . .	7,646 76	11,942 12	15,683 04	18,717 25
Williamsport and North Branch,	343,339 95	36,569 34	41,777 43	72,594 08	69,958 24
Wilmington and Northern,	409,908 47	418,825 89	459,691 29	378,860 82	403,808 89
York and Peach Bottom,	47,553 35	42,493 14	41,373 12	12,250 00	10,208 34
Totals,	$128,245,662 00	$132,703,536 34	$141,683,620 22	$235,560,086 19	$245,522,426 02

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

Name of Company.	1886.		1887.		1888.		1889–90.		1890–91.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Addison and Pennsylvania,	. . . .	. . . .	. . . .	. . . .	. . . .	3	3	. . . .	. . . .	. . . .
Allegheny and Kinzua,	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	1	20
Allegheny Valley,	14	21	15	24	9	8	10	61	23	38
Altoona and Wapsononock,	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	1
Baltimore and Cumberland Valley Extension,	. . . .	. . . .	. . . .	1	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Baltimore and Harrisburg,	. . . .	. . . .	. . . .	. . . .	. . . .	4	1	3	1	4
Baltimore and Philadelphia,	2	6	. . . .	14	8	32	. . . .	. . . .	. . . .	. . . .
Bangor and Portland,	. . . .	. . . .	1	. . . .	. . . .	. . . .	. . . .	1	. . . .	1
Barclay Coal Company's Railroad,	. . . .	2	. . . .	4	. . . .	5	. . . .	1	. . . .	1
Beech Creek,	5	7	2	1	7	27	7	22	2	17
Berlin,	. . . .	1	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Bradford, Bordell and Kinzua,	. . . .	. . . .	2	7	1	3	. . . .	6	. . . .	5
Bradford, Eldred and Cuba,	. . . .	. . . .	. . . .	. . . .	. . . .	2	1	1	. . . .	. . . .
Bradford, Richburg and Cuba,	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	1	1	. . . .	. . . .
Buffalo, Bradford and Pittsburgh,	20	67	5	38	4	36	. . . .	. . . .	. . . .	. . . .
Buffalo, New York and Philadelphia,	. . . .	. . . .	24	77	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Buffalo, Rochester and Pittsburgh,	. . . .	. . . .	4	62	10	79	15	164	29	249
Buffalo Run, Bellefonte and Bald Eagle,	. . . .	. . . .	1	. . .	1	. . .	. . . .	. . . .	. . . .	1

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.		1887.		1888.		1889–90.		1890–91.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Catasauqua and Foglesville,		1	1							
Chartiers,	1	6	5	3	2	5	6	6	1	14
Cleveland and Pittsburgh,	2	17	2	8	1	3	2	11	1	5
Corning, Cowanesque and Antrim,		17	1	40	5	36	6	32	3	37
Cornwall,	1		1	1		2	1	2		
Cornwall and Lebanon,	1	3					3	2	1	5
Confluence and Oakland,							2	1		
Cresson, Clearfield County and New York Short Route,	1	2		5		1			1	2
Cumberland Valley,	1	1		7	2	4	5	13	4	10
Delaware and Hudson Canal Company's Railroad,	14	12	11	20	30	67	18	79	23	57
Delaware, Lackawanna and Western,	24	43	28	43	40	39	29	39	18	33
Delaware, Susquehanna and Schuylkill,										15
Dunkirk, Allegheny Valley and Pittsburgh,		10		4	1	2	1	2	4	18
East Broad-Top,	1	3		1				3		1
Elmira and Williamsport,	3	18	6	43	1	26				
Erie and Pittsburgh,	7	3	6	8	1	3	5	13	7	19
Falls Creek,										1
Gettysburg and Harrisburg,	2									
Harrisburg and Potomac,		1								
Huntingdon and Broad Top Mountain,	1	5	2	13		8	2	12	3	9
Jefferson,	3	15	5	19	12	35				
Junction,	3	1				1	2	5	2	1
Kinzua Creek and Kane,							1		1	
Lake Shore and Michigan Southern,	7	13	7	16	13	18	7	19	9	18
Lehigh and Lackawanna,				6						
Lehigh and Susquehanna,			21	49	21	49	27	80		
Lehigh Valley,	23	64	45	34	123	98	80	78	84	142
Little Saw Mill Run,				1		1		1		
Lykens Valley,					2					
Mahoning Valley,										1
Monongahela Connecting,								2	2	2

Mont Alto,			2	1						
Montour.								1		
Mount Jewett, Kinzua and Riterville,										1
Mount Penn Gravity,									4	14
Mount Pleasant and Broadford,							1			
Nesquehoning Valley,				6						
New Castle and Beaver Valley,	1	5	3	4	2	10	1	12	2	6
New York, Lake Erie and Western,	126	583	178	923	176	949	30	330	31	221
New York, Lake Erie and Western Coal,	10	15	1	12	3	21	5	26	1	2
New York, Chicago and St. Louis,		6	1	3	2	3	5	27	6	16
New York and North Pennsylvania,							1			
New York, Pennsylvania and Ohio,			25	211	71	402	71	474	10	71
New York, Susquehanna and Western,	9	12	8	8	5	8				
Nittany Valley,						1				
Northern Central,	17	98	6	78	6	70	30	273	39	274
Ohio and Baltimore Short Line,		2				2	1	1		
Pennsylvania,	218	1,583	282	2,027	208	1,897	625	4,374	492	3,528
Pennsylvania and New York Canal and Railroad,	7	11	9	32	6	43				
Pennsylvania, Poughkeepsie and Boston,							2	2	4	2
Pennsylvania and North Western,							1	7	12	32
Perkiomen,	1	1	1		1	2	3		1	2
Perry County,							1			
Philadelphia and Baltimore Central,	1	7								
Philadelphia and Erie,	20	143	25	190	20	168				
Philadelphia, Germantown and Chestnut Hill,		7		8	2	13				
Philadelphia, Newtown and New York,										1
Philadelphia and Reading,	139	129	122	103	187	125	171	203	188	281
Philadelphia and Trenton,	24	57	25	59	23	72				
Philadelphia, Wilmington and Baltimore,	26	20	49	25	30	1	68	230	60	235
Pine Creek,	2	13	1	10	1	12	3	29	4	15
Pittsburgh and Castle Shannon,	1					1				1
Pittsburgh, Chartiers and Youghiogheny,	2	2	2	2	2	5	2	4		5
Pittsburgh, Cincinnati and St. Louis,	20	35	23	40	25	51	24	39		
Pittsburgh, Cincinnati, Chicago and St. Louis,									108	1,080
Pittsburgh and Connellsville,	23	115	55	46	28	19	40	44	52	53
Pittsburgh, Ft. Wayne and Chicago,	23	112	17	146	23	128	19	159	27	293
Pittsburgh Junction,	2		3		3	5	1	11		
Pittsburgh and Lake Erie,	11	11	11	21	7	76	56	158	48	112
Pittsburgh, McKeesport and Youghiogheny.	9	9	14	12	6	51				
Pittsburgh and Northern,									1	1
Pittsburgh, Shenango and Lake Erie,							2	2		
Pittsburgh and Western,	13	21	13	9	13	35	21	121	15	143
Pittsburgh, Youngstown and Ashtabula,			1	7	1	16	2	21	1	4

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.		1887.		1888.		1889-90.		1890-91.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Reading and Columbia,	3	4	. .	4	. . .	5	6	27	2	7
Rochester and Pittsburgh,	6	49	1	15	. . .	. . .	. . .	. . .	. . .	. . .
Salisbury,	. . .	. . .	. . .	. . .	1	1	. . .	. . .	. . .	. . .
Shamokin Valley and Pottsville,	2	10	3	7	8	8	. . .	. . .	. . .	. . .
Sharpsville,	. . .	. . .	. . .	2	. . .	. . .	1	1	1	1
Shenango and Allegheny,	. . .	. . .	4	5	. . .	. . .	. . .	. . .	. . .	. . .
Slate Run,	. . .	. . .	. . .	. . .	. . .	. . .	1	. . .	1	1
Somerset and Cambria,	1	3	. . .	2	. . .	3	. . .	2	1	1
South Mountain,	1	. . .	. . .	2	. . .	. . .	. . .	. . .	. . .	. . .
Southern Pennsylvania,	. . .	2	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
State Line,	. . .	. . .	. . .	. . .	1	1	. . .	. . .	. . .	. . .
Stony Creek,	. . .	2	1	. . .	. . .	1	. . .	. . .	. . .	. . .
Tioga,	3	21	2	13	5	13	. . .	69	1	20
Tionesta Valley,	. . .	1	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Turtle Creek Valley,	. . .	. . .	. . .	. . .	. . .	. . .	. . .	1	. . .	. . .
Waynesburg and Washington,	. . .	1	. . .	1	. . .	. . .	. . .	2	. . .	1
Western Maryland,	1	11	. . .	9	2	6	3	8	3	12
Western New York and Pennsylvania,	. . .	. . .	. . .	. . .	26	100	19	105	21	72
Wheeling, Pittsburgh and Baltimore,	5	20	. . .	4	8	7	9	6	11	12
Wilkes-Barre and Harvey's Lake,	. . .	. . .	1	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Wilkes-Barre and Western,	. . .	. . .	. . .	. . .	. . .	. . .	1	. . .	. . .	. . .
Williamsport and North Branch,	. . .	. . .	1	. . .	. . .	1	. . .	. . .	. . .	3
Wilmington and Northern,	. . .	32	5	21	1	13	2	20	5	10
York and Peach Bottom,	. . .	1	1	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Total,	863	3,503	1,091	4,627	1,245	4,944	1,463	7,447	1,372	7,260

TABULATED RESULTS

COMPILED FROM

Reports of Passenger Railway Companies.

TABLE A—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Allentown,	Unlimited.		$45,260 00	$75,000 00		
Allegheny and Millvale,	$24,000 00	$24,000 00	2,400 00			
Allegheny and Bellevue,	100,000 00	100,000 00	50,000 00	62,000 00	5	
Allegheny Street Railway Company,	100,000 00	100,000 00	50,000 00	118,000 00	5	
Altoona and Hollidaysburg,	50,000 00		5,000 00			
Athens, Sayre and Waverly Electric,	30,000 00	10,000 00	1,000 00			
Beaver,	15,000 00	4,000 00	400 00			
Beaver Falls, College and Metamore Electric,	50,000 00	10,000 00	10,000 00			
Beaver Valley,	60,000 00	60,000 00	60,000 00			4
Bellevue and Pittsburgh,	48,000 00	48,000 00	4,800 00			
Bethlehem and Allentown,	100,000 00	75,000 00	75,000 00			
Braddock Electric,	350,000 00	51,700 00	6,310 00	1,200 00	6	
Braddock and Brinton Electric,	6,000 00	6,000 00	600 00			
Braddock and McKeesport Electric,	100,000 00	8,000 00	800 00	250 00		
Braddock and Turtle Creek,	15,000 00	50,000 00	50,000 00	50,000 00	6	
Bradford and Kendall,	12,000 00	12,000 00	12,000 00			
Boyd Street,	3,000 00		3,000 00			
Cambria and Somerset Streets,	50,000 00	50,000 00	5,000 00			
Capital City,	48,000 00	16,000 00	1,600 00			
Catharine and Bainbridge,	150,000 00	150,000 00	150,000 00	150,000 00	5	
Centennial,	15,000 00	15,000 00	1,500 00			
Central Traction,	1,500,000 00	1,500,000 00	748,737 50	428,742 56	5	
Central Electric,	60,000 00		6,000 00			
Chartiers and Neville Island,	60,000 00	60,000 00				
Chelten Avenue,	78,000 00	39,000 00	3,900 00	26,500 00		

Chester,	150,000 00	150,000 00	150,000 00			33
Citizens,' Philadelphia,	500,000 00	192,500 00	192,500 00			
Citizens', Norristown,	80,000 00	50,000 00	49,520 00	6,800 00		
Citizens', Beaver Falls,	18,000 00	6,000 00	729 28			
Citizens', Fairmount Park,	48,000 00		4,800 00			
Citizens', North Philadelphia,	36,000 00		3,600 00			
Citizens', South Philadelphia,	30,000 00		3,000 00			
Citizens' Traction,	3,000,000 00	3,000,000 00	2,800,000 00	1,378,000 00	5	6
City, Altoona,	180,000 00	180,000 00	148,990 00			5½
City Line,	18,000 00		1,000 00			
Coalville,	50,000 00	61,575 00	61,500 00	12,000 00	6	
Continental,	1,000,000 00	1,000,000 00	580,000 00	350,000 00	6	
Craig Street,	42,000 00	42,000 00	42,000 00			
Cumberland Street,	30,000 00	5,000 00	500 00			
Diamond Street,	30,000 00		3,000 00			
Duquesne Street,	100,000 00	100,000 00	100,000 00			
Duquesne Traction,	3,000,000 00	3,000,000 00	3,000,000 00	632,000 00	5	
DuBois Traction,	50,000 00					
East End (Washington street),	36,000 00	36,000 00	3,600 00			
East End (Penn avenue),	20,000 00	6,000 00	600 00			
East Harrisburg,	150,000 00					10
East Reading,	100,000 00	100,000 00	100,000 00	500 00		
Easton, South Easton and West End,	125,000 00	120,000 00	120,000 00	2,849 20		
Empire,	600,000 00			200,000 00	7	
Erie City,	100,000 00	50,000 00	50,000 00	25,000 00	6	
Erie City Electric,	400,000 00	400,000 00	400,000 00	245,625 00	6	
Exchange Street,	1,000 00		100 00			
Fairhill Passenger,	9,000 00	9,000 00	900 60			
Fairmount Palace Car,	48,000 00	48,000 00	4,800 00			
Fairmount Park,	150,000 00					
Federal Street and Pleasant Valley,	1,300,000 00	1,300,000 00	1,300,000 00	773,000 00	6	6
Fifth Avenue, West End and Crafton,	18,000 00	1,800 00				
Forbes Street,	42,000 00	42,000 00	4,200 00			
Fort Pitt Incline Plane,	60,000 00	60,000 00	60,000 00	30,000 00	6	4
Forty-third Street and Bloomfield Street,	5,000 00	5,000 00	500 00			
Fountain Street,	3,000 00		300 00			
Frankford and Southwark,	1,250,000 00	1,250,000 00	1,250,000 00	38,000 00		23
Fremont Street,	5,000 00	5,000 00	500 00			
Germantown,	1,500,000 00	1,500,000 00	572,800 00	227,500 00	5	
Grant Street,	3,000 00		300 00	1,500 00		
Glenshaw,	30,000 00		3,000 00			
Green and Coates Streets,	500,000 00	500,000 00	150,000 00	100,000 00	6	12
Greensburg and Hempfield Electric,	60,000 00	60,000 00	50,000 00	58,856 77	6	

TABLE A—STOCK AND DEBT—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Greenfield Avenue,	$6,000 00		$600 00			
Harrisburg City,	Unlimited.		125,000 00	$1,250 00		7
Hazelwood Avenue,	7,500 00	$2,500 00				
Hazelwood, Homestead and Braddock,	36,000 00	36,000 00				
Hestonville, Mantua and Fairmount,	2,050,000 00	2,050,000 00	299,381 36	499,500 00	6	
Highland Avenue,	24,000 00	24,000 00				
Highland Park,	21,000 00	21,000 00				
Highland Street,	15,000 00	15,000 00	15,000 00			
Hill Top Traction,	8,000 00	3,000 00	300 00			
Holmesburg, Tacony and Frankford Electric,	150,000 00	3,600 00	3,550 00			
Howe Street,	18,000 00		1,800 00			
Jackson Street,	5,000 00		500 00			
Johnstown,	250,000 00	250,000 00	137,500 00	189,029 47	6	
Kittanning Traction,	15,000 00	15,000 00				
Lancaster City,	20,000 00	63,900 00		169,421 38	5	
Lancaster and Millersville,	40,000 00	40,000 00	40,000 00			
Lancaster and Lititz,	50,000 00	14,100 00	1,410 00			
Larimer Street,	15,000 00	15,000 00	15,000 00			
Lebanon and Annville,	60,000 00	60,000 00		14,845 78		
Lehigh Avenue,	1,000,000 00		300,000 00	44,500 00		
Lombard and South Streets,	750,000 00	625,000 00	374,842 50	331,959 06	5 & 7	16
Manayunk and Roxboro' Incline,	100,000 00		58,475 00	2,000 00		
Mahanoy City, Shenandoah, Girardsville and Ashland,	100,000 00	100,000 00	10,000 00			
Manorville Traction,	12,000 00	12,000 00				

Mansfield and Chartiers,	15,000 00	300 00	1,500 00			
Mansfield Valley,	35,000 00	35,000 00				
Market Square,	6,000 00		600 00			
Market Street,	5,000 00		500 00			
Marshall Street,	250 000 00	250,000 00	25,000 00			
McKeesport and Duquesne Street,	15,000 00	5,000 00	500 00			
Midvale,	30,000 00	30,000 00	3,000 00			
Millvale,	15,000 00	15,000 00	1,500 00			
Monongahela,	6,000 00		600 00			
Montgomery and Berks Street,	21,000 00	21,000 00	2,100 00			
Monongahela Inclined Plane,	20,000 00	200,000 00	200,000 00	63,500 00	5	8
Mount Oliver Incline,	100,000 00	100,000 00	61,152 00	44,500 00	6	
Nanticoke,	6,000 00	2,000 00	200 00			
New Castle Electric,	40,000 00	28,400 00	28,400 00			
Norristown,	50,000 00	44,450 00	44,439 65	1,750 00		
North End,	24,000 00	24,000 00	2,400 00			
North Philadelphia,	300,000 00	300,000 00				
Northern,	30,000 00	15,000 00	1,500 00			
Nunnery Hill Incline Plane,	60,000 00	60,000 00	60,000 00	30,000 00	6	
Oakmont and Verona Traction,	7,500 00	2,500 00	250 00			
Oil City,	18,000 00	25,500 00	2,550 00			
Oil City Electric,	30,000 00	30,000 00				
Park Avenue and Carlisle Street,	25,000 00					
Park Street,	24,000 00	24,000 00	2,400 00			
Pennsylvania Motor Company,	120,000 00	120,000 00	120,000 00	60,000 00	6	
People's, Philadelphia,	2,250,000 00	2,250,000 00	723,146 73	750,000 00	5 & 7	
People's, Scranton,	500,000 00	425,000 00	425,000 00	200,000 00	6	2
People's, Pittsburgh,	35,000 00		35,000 00			
Perry Street,	100,000 00		50,000 00	56,000 00	5	
Philadelphia City,	1,000,000 00	1,000,000 00	475,000 00	300,000 00	5 & 7	15
Philadelphia and Darby,	200.000 00	200.000 00	200,000 00	100,000 00	4	
Philadelphia and Gray's Ferry,	1,000,000 00	308,750 00	308,750 00			5
Philadelphia Traction,	5,000,000 00	5,000,000 00	3,984,000 00	1,193,000 00	4	
Pittsburgh, Allegheny and Manchester Traction Company,	3,000,000 00	2,897,166 66	2,897,166 66	1,354,783 50	5	
Pittsburgh, Allegheny and Manchester Passenger Railway Company,		350,000 00	350,000 00	200,000 00	6 & 8	10
Pittsburgh and Birmingham,	200,000 00	200.000 00	200,000 00	75,000 00	$7\frac{3}{10}$	
Pittsburgh and Birmingham Traction,	3,000,000 00	3,000,000 00	3,000,000 00	1,635,418 02	5	
Pittsburgh, Oakland and East Liberty,	150,000 00	150,000 00	150,000 00	7,000 00	6	
Pittsburgh, Glenwood and Homestead,	20,000 00		2,000 00			
Pittsburgh Passenger,	15,000 00		1,500 00			
Pittsburgh Suburban,	60,000 00	20,000 00				

TABLE A.—STOCK AND DEBT—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Pittsburgh Traction,	$2,500,000 00	$2,500,000 00	$1,900,000 00	$761,206 38	5 & 6	
Pittsburgh Incline Plane,	150,000 00	150,000 00	150,000 00	250,000 00	6	
Pittsburgh Union,		100,000 00	82,755 00	100,000 00	5	
Pittsburgh and West End,	200,000 00	200.000 00	110,060 14	91,000 00	5	
Pittston,	25,000 00	10,000 00	10,000 00			8
Pittston, Moosic and Pleasant Valley,	42,000 00	14,000 00	14,000 00			
Plymouth,	12,000 00	4,000 00	400 00			
Point Breeze,	72,000 00					
Rapid Transit, Wallingford,	100,000 00	14,000 00	1,400 00			
Rapid Transit Electric, Philadelphia	50,000 00		50,000 00	15,000 00		
Reading City,	300,000 00	281,250 00	281,250 00	164,800 00	5	6
Reading and South Western,	130,000 00	85,400 00	32,460 00			
Ridge Avenue,	750,000 00	420,000 00	420,000 00			
Riverside,	1,800 00		180 00			
Ross Street,	1,500 00		150 00			
Saint Clair Incline,	150,000 00	150,000 00	150,000 00			5½
Scranton,	100,000 00	50,000 00	50,000 00	100,000 00	6	
Scranton Suburban,	200,000 00	100,000 00	100,000 00	200,000 00	6	
Second Avenue,	300,000 00	300,000 00	300,000 00	48,287 34	5 & 6	
Second and Third Streets,	1,060,200 00	1,060,200 00				18
Seventeenth and Nineteenth Streets,	500,000 00	500,000 00	250,000 00	100,000 00		
Sewickley,	24,000 00	19,250 00	1,925 00			
Shamokin,	12,000 00	24,250 00	17,590 00	2,000 00		
Shenango Valley,	24,000 00	8,000 00	800 00			
South End,	36,000 00	36,000 00	3,600 00			

South Side, Pittsburgh,	65,000 00	38,400 00	38,400 00	19,000 00	5	
South Side, Bethlehem, Pa.,	100,000 00					
Stroudsburg,	20,000 00	25,600 00	25,600 00	600 00		
Sunbury and Northumberland,	75,000 00	55,000 00	55,000 00	83,136 42	6	
Swissvale Electric,	400,000 00	25,000 00	2,500 00			
Swissvale and Wilkinsburg,	33,000 00		3,300 00			
Sylvan Street,	24,000 00		2,400 00			
Tarentum Traction,	50,000 00					
Thirteenth and Fifteenth Streets,	1,000,000 00		334,529 44	156,000 00	7	17
Tioga and Venango Streets,	20,000 00					
Trans-Allegheny,	200,000 00	200,000 00	200,000 00			
Troy Hill Incline Plane and Bridge Company,	200,000 00	200,000 00	200,000 00	105,000 00	6	
Troy Hill Passenger Railway Company,	100,000 00	100,000 00	50,000 00	97,000 00	5	
Twenty-Second Street and Allegheny Avenue, Philadelphia,	500,000 00	500,000 00	50,000 00			
Turtle Creek Valley Electric,	25,000 00	25,000 00	2,500 00			
Union, Philadelphia,	1,000,000 00	1,500,000 00	925,000 00			
Union, Rochester, Pa.,	15,000 00	1,295 00	1,295 00	750,000 00	5	
Union, Chester, Pa.,	100,000 00	100,000 00	20,125 00			
Union Line,	12,000 00	12,000 00	1,200 00			
Uniontown,	50,000 00	50,000 00	50,000 00	8,000 00		
Venango,	18,000 00	4,200 00	420 00			
Verner,	6,000 00	6,000 00	6,000 00			
Verona and Oakmont,	4,500 00	1,500 00	150 00			
Walnut Street Connecting,	50,000 00	50,000 00	5,000 00			
Warren,	25,000 00					
Washington Electric,	60,000 00	34,750 00	16,320 00			
West Chester,	600,000 00	60,000 00	36,000 00			
West End,	10,000 00	225,000 00	225,000 00	235,678 00	5	
West Philadelphia,	750,000 00	750,000 00	750,000 00	996,000 00	5 & 6	
West Pittston and Wyoming,	30,000 00	10,000 00	1,000 00			
Wilkinsburg,	35,000 00		35,000 00			
Wilkinsburg and East Liberty,	20,000 00	14,300 00	14,300 00			
Williamsport,	110,000 00	110,000 00	110,000 00			
Williams Valley Electric,	125,000 00					
Wilkes-Barre and Kingston,	100,000 00		100,000 00			6
Wilkes-Barre and Suburban,	40,000 00	100,000 00	100,000 00	25,000 00	5	
Wilkes-Barre and Wyoming Valley,	300,000 00	10,000 00	1,000 00	69,500 00	5	
Wissahickon,	50,000 00	50,000 00	1,000 00			
York,	100,000 00	82,950 00	82,950 00	5,500 00		3
Total,	$53,599,000 00	$46,519,086 66	$34,022,120 26	$16,699,488 88		

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TABLE B—COST AND CHARACTERISTICS.

NAME OF COMPANY.	COST OF ROAD AND EQUIPM'T.	CHARACTERISTICS OF ROAD.										
	Total cost of road and equipment.	Length of road.	Gauge of road.	Weight of rail per yard.	No. car-houses, shops and stables.	No. of depots.	No. of first-class passenger cars.	No. of second-class passenger cars.	No. of cars propelled by electricity.	No. of cars propelled by horses and mules.	No. of horses and mules owned by the company.	Value of real estate held exclusive of roadway.
Allentown,	$118,208 06	8.25	4.8½	28 & 35	3	. .	21	17	. . .	19	75	$10,000 00
Allegheny and Bellevue,	22,000 00	2.00	5.2	66	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . . . .
Allegheny Street Railway Company,	78,000 00	2.02	5.2	56	. . .	. .	. . .	. . .	. . .	. . .	. . .	. . . . .
Beaver Valley,	60,857 43	3.10	5.2½	38	1	. .	9	. . .	. . .	9	50	2,500 00
Braddock Electric,	2,169 59	.04	5.2½	48½	. . .	. . .	. . .	. . .	. . .	. . .	. . .	1,700 00
Braddock and Turtle Creek,	95,000 00	1.80	5.2½	40 & 48	1	. .	. . .	. . .	. . .	. . .	. . .	5,000 00
Bradford and Kendall,	12,000 00	1.50	4.8	25	1	. .	. . .	2	. . .	2	5	. . . . .
Boyd Street,	. . . . .	.60	. . . . .	63	. . .	. .	. . .	. . .	. . .	. . .	. . .	. . . . .
Central Traction,	1,244,400 77	6.90	5.2½	63½	2	1	16	5	. . .	1	8	89,371 30
Chelten Avenue,	30,336 80	. . . .	. . . . .	. . . . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . . . .
Chester,	150,000 00	7.25	5.2¼	40 & 47	5	1	18	. . .	. . .	18	82	8,000 00
Citizens', Philadelphia,	312,134 57	10.50	5.2	45,47 & 66½	11	2	58	7	. . .	65	375	186,615 56
Citizens', Norristown,	44,031 29	3.00	5.2½	50	1	1	8	2	. .	. . .	45	7,367 22
Citizens' Traction,	1,816,243 78	12.21	5.2½	. . . . .	6	3	66	20	. .	15	125	307,775 80
City, Altoona,	128,575 62	4.50	5.3	40,43 & 45	4	. .	26	. .	. . .	18	50	7,300 00
Coalville,	51,921 53	2.50	4.8½	20 & 30	1	1	2	3	. . .	5	17	27,049 89
Craig Street,	. . . . .	6.67	5.2¼	60 & 63	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . . . .
Duquesne Street,	. . . . .	3.50	5.2¼	60	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . . . .
Duquesne Traction,	. . . . .	26.00	5.2½	60 & 63	1	1	60	. . .	60	. . .	. . .	81,000 00
DuBois Traction,	. . . . .	. . . .	. . . . .	. . . . .	. . .	. .	. . .	. . .	3	. . .	. . .	. . . . .
East End,	. . . . .	1.10	. . .	63½	. . .	. .	. . .	. . .	. . .	. . .	. . .	. . . . .

East Harrisburg,	106,399 18	5.50	5.2½	52	3	1	12	4	11			19,914 13
East Reading,	96,623 98	3.00	5.2½	38 & 52	1	3	9	9	8			4,300 00
Easton, South Easton and West End,	152,685 36	3.31	5.2½	42	3		13	3		16	56	10,000 00
Erie City Electric,	628,221 14	15.00	4.8½	52	1	1	52		42		2	30,325 17
Federal Street and Pleasant Valley,	1,340,970 28	21.03	5.2½	66	10	6	55		55	1	26	114,000 00
Fort Pitt Incline Plane,	97,936 56	.07	10.			2	2					
Forty-third Street and Bloomfield Street,	2,979 00	1.50	5.2½	45			2					
Frankford and Southwark,	1,135,053 99	20.00	5.2	47,52 & 60	8	4	105	4			825	150,000 00
Grant Street,	1,500 00	.59	5.2¼	60								
Greensburg and Hempfield Electric,	100,000 00	2.40	4.8½	35 & 45	1		3		3			13,000 00
Harrisburg City,	166,963 93	5.33		38 to 52	6	1	26			17	85	30,000 00
Hestonville, Mantua and Fairmount,	559,079 96	20.00	5.2	47	5	2	96			96	570	319,111 74
Highland Street,		2.14	5.2¼	60								
Howe Street,		2.19	5.2¼	60								
Jackson Street,		10.00	4.8½	78	1	2	20		20			
Johnstown,	316,393 95											
Lancaster City,	70,248 02	5.50	5.2½	47 & 52	1		10	4	10		2	10,000 00
Lancaster and Millersville,	44,449 77	5.12	4.8½	38	1	1	5			5	15	4,000 00
Larimer Street,		1.61	5.2¼	60 & 63								
Lebanon and Annville,			5.3	40 & 50								
Lehigh Avenue,	310,998 91	6.00	5.2	47		1	8			8		70,000 00
Lombard and South Streets,	810,489 16	19.50	5.2	50	5	3	47	36		36	437	132,362 66
Manayunk and Roxboro' Incline,	70,752 28	5.50	5.2⅜	48	1	1	8			8	36	11,500 00
Market Street,		.25										
Marshall Street,			5.2¼									
Millvale,	2,979 00	1.50	5.2½	45			2					
Monongahela Inclined Plane,	250,000 00	.12	5 & 12	45 & 85		2	2					3,500 00
Mount Oliver Incline,		1.47	4.8½ & 5.2½	42	2	2	9			7	21	
New Castle Electric,	29,668 76	1.19	4.8½		1		3		3			2,487 37
Norristown,	40,877 60	4.00	5.2½	47	3	1	2	6		8	34	3,635 19
Nunnery Hill Incline Plane,	90,862 04	.21	5.	40		2	2					
Pennsylvania Motor Company,		2.37	5.2½	35 & 56	1		8	4	12			2,500 00
People's, Philadelphia,	403,055 31	32.70	5.2	47 to 57	12	5	148	64		212	1,535	10,000 00
People's, Scranton,	522,735 30	18.00	4.8½	35 to 52	2		28	6	34		4	29,544 00
People's, Pittsburgh,		5.19	5.2½	60								
Perry Street,	56,000 00	1.00	5.2	66								
Philadelphia City,	875,842 88	17.41	5.2½	47 & 78	6	4	132					

TABLE B—COST AND CHARACTERISTICS—CONTINUED.

NAME OF COMPANY.	COST OF ROAD AND EQUIPM'T.	CHARACTERISTICS OF ROAD.										
	Total cost of road and equipment.	Length of road.	Gauge of road.	Weight of rail per yard.	No. car-houses, shops and stables.	No. of depots.	No. of first-class passenger cars.	No. of second-class passenger cars.	No. of cars propelled by electricity.	No. of cars propelled by horses and mules.	No. of horses and mules owned by the company.	Value of real estate held exclusive of roadway.
Philadelphia and Darby,		5.05	5.2½	42							708	$302,650 00
Philadelphia and Gray's Ferry,	$249,514 40											
Philadelphia Traction;		122.34	5.2½	45 to 78		40	540	205			3,268	
Pittsburgh, Allegheny and Manchester Passenger Railway Company,		5.00	5.2½	63								157,116 38
Pittsburgh, Allegheny and Manchester Traction Company,	732,796 76	17.84	5.2½	63½	3	3	40	23		54	545	
Pittsburgh and Birmingham,		6.00	5.2½	63								
Pittsburgh and Birmingham Traction,		7.50	5.2½	66	6	1	25	17		42	250	75,800 00
Pittsburgh, Oakland and East Liberty,	190,107 83											
Pittsburgh Traction,	1,445,341 69	10.75	5.2¼	66⅔	2	1	58	16	2		22	228,753 86
Pittsburgh Incline Plane,	400,000 00	1.00	9	60		1	2					
Pittsburgh Union,												14,878 85
Pittsburgh and West End,	188,231 83	5.25	5.2½	40	2	2	15	7		20	150	18,720 83
Pittston,	10,000 00	1.75	5.2½	42½	1		2	1		3	6	
Reading City,	445,287 55	23.00	5.2½	47	9	4	73			73	311	
Reading and South Western,			4.8½	40 & 52	1		8		8			2,332 87
Ridge Avenue,	584,811 00	15.00	5.1	47	1	1	62			62	379	75,000 00

Saint Clair Incline,	75,000 00	.40	5	56	. . .	2	. . . .	2	. .	. . . .	. . . .	4,000 00
Scranton Suburban,	312,720 36	7.00	4.8½	35 to 52	2	. .	20	. . .	20	. .	. . . .	9,397 19
Second Avenue,	496,344 90	10.06	5.2½	52	2	1	20	3	20	. . . .	5	25,814 57
Second and Third Streets,	967,511 86	37.00	5.2¼	43 to 55	9	2	109	10	. . .	109	700	100,000 00
Shamokin,	. . . . .	1.50	5.2	48½	. . .	. .	. . . .	. . .	. . .	. . . . .	. . . . .	. . . . .
South Side, Pittsburgh,	. . . . .	6.50	5.2½	45	. . .	. .	. . . .	. . .	. . .	. . . . .	. . . . .	. . . . .
Stroudsburg,	24,626 00	1.37	4.8½	28 & 30	1	1	3	. . .	. . .	3	12	. . . . .
Sunbury and Northumberland,	120,000 00	3.09	5.2	60	1	. .	3	. . .	. .	. . .	. . . .	1,000 00
Thirteenth and Fifteenth Streets,	338,566 86	14.00	5.2	47	2	2	76	13	. . .	71	629	. . . . .
Troy Hill Incline Plane and Bridge Company,	295,738 27	.15	.6	62	. . .	2	2	. . .	. . .	. . . .	. . . .	. . . . .
Troy Hill Passenger Railway Company,	57,000 00	1.89	5.2	66	1	. .	. . . .	. . .	. . .	. . . .	. . . .	. . . . .
Union, Chester, Pa.,	26,123 77	2.50	5.2¼	48	5	1	20	. . .	. . .	20	93	8,000 00
Uniontown,	58,000 00	1.32	5.2	45	1	1	3	. . .	3	. . . .	. . . .	8,000 00
Washington Electric,	. . . . .	2.08	5.2½	45	. . .	. .	4	. . .	4	. . . .	. . . .	. . . . .
West Chester,	. . . . .	2.00	5.2½	48½	1	. .	3	. . .	. . .	. . . .	. . . .	7,000 00
West End,	144,632 20	2.71	5.2½	52 & 60	1	. .	10	. . .	10	. . . .	. . . .	12,000 00
West Pittston and Wyoming,	. . . . .	. . . .	4.8½	. . . . .	. . .	. .	. . . .	. . .	. .	. . . .	. . .	. . . . .
Wilkinsburg,	. . . . .	1.24	. . . . .	60 & 63½	. . .	. .	. . . .	. . .	. . .	. . . .	. . . .	. . . . .
Wilkinsburg and East Liberty,	. . . . .	2.36	. . . . .	50 & 60	. . .	. .	. . . .	. . .	. . .	. . . .	. . . .	. . . . .
Williamsport,	145,736 00	5.56	4.8½	38 & 42	. .	. .	. . . .	. . .	. . .	9	32	4,778 42
Wilkes-Barre and Kingston,	. . . . .	4.00	5.2	45 & 52	1	. .	7	3	. . .	. . . .	24	15,000 00
Wilkes-Barre and Suburban,	113,046 95	6.47	5.2	57	1	1	10	. . .	7	. . . .	. . . .	9,883 46
York,	74,343 10	5.50	4.8½	38	3	.	18	. . .	. . .	18	48	13,716 10
Totals,	$19,945,127 13	683.32	. . . . .	. . . . .	167	120	2,226	496	335	1,050	11,666	$2,797,702 56

TABLE C—PASSENGERS AND EXPENSES.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	Rate of fare for passengers.	EXPENSES.		
			Of maintaining the road or real estate of corporation.	Of operating the road.	Total.
Allentown,	279,220	$0 05	$805 00	$20,921 84	$21,726 84
Beaver Valley,	491,540	5		22,558 36	22,558 36
Braddock Electric,				300 00	300 00
Bradford and Kendall,	89,589	5	500 00	4,120 20	4,620 20
Central Traction,	3,049,852	5	16,154 70	96,345 32	112,500 02
Chester,	491,916	5	698 20	15,536 05	16,234 25
Citizens', Philadelphia,	7,373,041	5	21,343 04	175,301 82	196,644 86
Citizens', Norristown,	255,965	5	391 53	12,789 77	13,181 30
Citizens', Traction,	12,547,868	5	39,630 67	327,585 10	367,215 77
City, Altoona,	503,152	5	4,382 10	14,701 61	19,083 71
Coalville,	168,638	5, 7 & 10	816 77	7,525 27	8,342 04
Duquesne Traction,	408,861				
East Harrisburg,	1,370,659	5			32,890 46
East Reading,	383,740	5		11,025 31	11,025 31
Easton, South Easton and West End,	327,872	5	431 16	13,414 76	13,545 92
Erie City Electric,	2,345,655	5	8,511 41	77,645 89	86,157 30
Federal Street and Pleasant Valley,	6,819,150	5	9,364 14	225,922 96	235,287 10
Fort Pitt Incline Plane,	232 872	5			
Forty-third Street and Bloomfield Street,				240 00	240 00
Frankford and Southwark,	16,252,191	5	73,962 58	387,385 44	461,348 02
Greensburg and Hempfield Electric,	154,686	5	232 86	4,591 65	4,824 51
Harrisburg City,	757,013	5	3,778 32	28,309 33	32,087 65
Hestonville, Mantua and Fairmount,	6,439,684	5	23,395 07	254,663 72	278,058 79
Johnstown,	400,157				10,430 97
Lancaster City,	521,793	5	2,271 19	17,639 15	19,910 34
Lancaster and Millersville,	66,927	5, 10 & 15	1,306 72	3,909 48	5,216 20
Lehigh Avenue,		5			

Lombard and South Streets,	7,455,454	5	11,077 26	199,130 69	210,207 95
Manayunk and Roxboro' Incline,		6	2,155 02	15,781 69	17,936 71
Millvale,				240 00	240 00
Monongahela Inclined Plane,	1,248,794	5	4,243 33	15,161 88	19,405 21
Mount Oliver Incline,	1,053,461	5	2,557 90	26,082 22	28,640 12
New Castle Electric,	106,728	5	80 89	4,101 07	4,181 96
Norristown,	180,604	5	67 48	8,936 62	9,004 10
Nunnery Hill Incline Plane,	190,786	5		3,513 74	3,513 74
Oakmont and Verona Traction,				84 40	84 40
Pennsylvania Motor Company,	163,031	5		370 00	370 00
People's, Philadelphia,	34,176,267	5	26,549 51	700,818 37	727,367 88
People's, Scranton,	2,253,130	5	4,576 21	78,304 04	82,880 25
Philadelphia and Gray's Ferry,	1,269,135	5	3,089 06	54,010 01	57,099 07
Philadelphia Traction,	69,470,486	5	116,309 33	2,238,876 53	2,355,185 86
Pittsburgh, Allegheny and Manchester Traction Company,	5,789,510	5	26,070 87	227,795 68	253,866 55
Pittsburgh and Birmingham Traction,	4,843,039	5	3,353 11	119,269 65	122,622 76
Pittsburgh Traction,	8,649,788	3 & 5	14,889 24	216,963 95	231,853 19
Pittsburgh Incline Plane,		5		13,150 00	13,150 00
Pittsburgh and West End,	1,854,836		5,509 48	66,006 31	71,515 79
Pittston,	106,727	5	206 69	4,751 02	4,957 71
Reading City,	3,338,505	5	5,452 31	113,067 72	118,520 03
Ridge Avenue,	7,423,642	5	27,624 24	188,210 83	215,835 07
Saint Clair Incline,	394,897	5	3,030 76	8,033 37	11,064 13
Scranton Suburban,	788,773	5	754 14	26,420 86	27,175 00
Second Avenue,	1,808,993	5	2,186 07	58,908 87	61,094 94
Second and Third Streets,	11,247,562	5	25,465 25	331,588 65	357,053 90
Stroudsburg,	52,652		390 00	3,926 00	4,316 00
Sunbury and Northumberland,	171,452	5	1,774 75	9,952 59	11,727 34
Thirteenth and Fifteenth Streets,	9,594,008	5	6,458 55	273,598 13	280,056 68
Troy Hill Incline Plane and Bridge Company,		3	1,606 94	8,558 19	10,165 13
Troy Hill Passenger Railway Company,	125,002	5			
Union, Chester, Pa.,	502,129	5	374 92	15,059 93	15,434 85
Uniontown,	34,459	5			
Washington Electric,	33,717	5		1,308 03	1,308 03
West End,	95,956	5	243 66	4,148 13	4,391 79
Williamsport,	487,454	5	778 06	17,246 76	18,024 82
Wilkes-Barre and Kingston,	272,876		2,694 91	12,130 61	14,825 52
Wilkes-Barre and Suburban,	489,885	5 & 10	634 16	14,362 97	14,997 13
York,	375,290	5	1,167 06	15,274 83	16,441 89
Totals,	237,781,172		$509,046 62	$7,326,623 99	$7,369,945 42

TABLE D—RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other sources.	Total.
Allentown,	$14,004 65	$344 35	$30 00	$6,839 75	$21,218 75
Beaver Valley,	24,853 59			274 49	25,128 08
Bradford and Kendall,	4,371 42				4,371 42
Catharine and Bainbridge,		9,000 00			9,000 00
Central Traction,	149,260 45	32,058 65			181,319 10
Chester,	24,175 87		205 00	114 89	24,495 76
Citizens', Philadelphia,	330,923 11	1,201 00	1,621 00	5,074 12	338,819 23
Citizens', Norristown,	12,079 10	143 91	693 12	30 92	12,947 05
Citizens', Traction,	626,372 39	1,180 00	100 00	11,725 48	639,377 87
City, Altoona,	23,974 70	16 66	44 00	739 53	24,774 89
Coalville,	12,331 65	100 00	18 00	5 40	12,455 05
Continental,		120,000 00			120,000 00
Duquesne Traction,	20,129 85				20,129 85
East Harrisburg,	68,482 95	170 00	24 00	66,672 40	135,349 35
East Reading,	18,329 22				18,329 22
Easton, South Easton and West End,	16,329 30		61 75	413 64	16,804 69
Erie City Electric,	111,775 98	360 75			112,136 73
Federal Street and Pleasant Valley,	340,957 30			20,848 18	361,805 48
Fort Pitt Incline Plane,	8,215 05	896 50			9,111 55
Frankford and Southwark,	701,616 65	507 00	3,876 54	15,141 27	721,141 46
Greensburg and Hempfield Electric,	7,734 29	70 00		166 00	7,970 29
Harrisburg City,	37,301 64	118 00	256 75	1,106 99	38,783 38
Hestonville, Mantua and Fairmount,	313,212 68	654 78	1,859 18	11,055 23	326,781 87
Johnstown,	20,009 95				20,009 95
Lancaster City,	25,346 32			73,836 73	99,183 05
Lancaster and Millersville,	10,012 60				10,012 60
Lombard and South Streets,	288,585 27	1,500 00	1,216 26	20,862 65	312,164 18
Manayunk and Roxboro' Incline,	19,931 41	108 00	240 35	32 05	20,311 81
Monongahela Inclined Plane,	45,301 40	137 50		12,306 63	57,745 53
Mount Oliver Incline,	32,576 20	150 41	25 00	165 80	32,917 41
New Castle Electric,	4,883 82				4,883 82

Norristown,	8,831 39	60 00		286 91	9,181 30
Nunnery Hill Incline Plane,	4,611 70				4,611 70
Pennsylvania Motor Company,	8,514 01				8,514 01
People's, Philadelphia,	1,201,303 96		4,422 90	3,080 59	1,208,807 45
People's Scranton,	115,276 75			910 65	116,187 40
Perry Street,	6,250 10				6,250 10
Philadelphia City,		152,500 00		273 75	152,773 75
Philadelphia and Darby,					50 00
Philadelphia and Gray's Ferry,	63,456 93	580 00	498 72	478 99	65,014 64
Philadelphia Traction,	3,391,057 25		10,663 47	149,314 30	3,551,035 02
Pittsburgh, Allegheny and Manchester Passenger Railway Company,				51,411 30	51,411 30
Pittsburgh, Allegheny and Manchester Traction Company,	289,166 73		50 00	12,229 17	301,445 90
Pittsburgh and Birmingham Traction,	242,151 98	1,300 00		251 00	243,702 98
Pittsburgh Traction,	414,653 92	516 00	15 00	8,784 02	423,968 94
Pittsburgh Incline Plane,	40,272 87				40,272 87
Pittsburgh and West End,	94,261 73	152 00	120 00	16,435 50	110,969 23
Pittston,	5,336 35	155 90	22 50	198 37	5,713 12
Reading City,	129,610 15	193 25	1,926 15	95,458 83	227,188 38
Ridge Avenue,	366,439 44			1,575 55	368,014 99
Saint Clair Incline,	17,684 00			3,338 55	21,022 55
Scranton Suburban,	38,565 60			320 00	38,885 60
Second Avenue,	88,123 95			368 50	88,492 45
Second and Third Streets,	556,044 32		3,296 77	5,826 42	565,167 51
Seventeenth and Nineteenth Streets,		15,000 00			15,000 00
Stroudsburg,	2,633 10	30 00	50 00	2,224 84	4,937 94
Sunbury and Northumberland,	8,717 89				8,717 89
Thirteenth and Fifteenth Streets,	476,375 47	4,491 67	2,134 85		483,001 99
Troy Hill Incline Plane and Bridge Company,	9,917 46	4,957 05	300 00	42 50	15,217 01
Troy Hill Passenger Railway Company,	6,250 10				6,250 10
Union, Philadelphia,		285,000 00			285,000 00
Union, Chester, Pa.,	24,752 49			179 67	24,932 16
Uniontown,	1,710 00	50 00			1,760 00
Washington Electric,	1,676 10				1,676 10
West End,	4,904 10			186,300 00	191,204 10
West Philadelphia,				150,000 00	150,000 00
Williamsport,	23,938 18	35 00	129 75	37 50	24,140 43
Wilkes-Barre and Kingston,	27,163 04	125 00			27,288 04
Wilkes-Barre and Suburban,	25,632 95	146 00		250 00	26,028 95
York,	17,638 63		106 00	373 65	18,118 28
Total,	$11,026,004 45	$634,009 38	$34,007 06	$937,362 71	$12,631,433 60

TABLE E.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Central Traction,					1	8	1	8
Citizens' Traction,		2		2	6	17	6	21
Duquesne Traction,				2	2	1	2	3
Erie City Electric,					1		1	
Federal Street and Pleasant Valley,					2		2	
Hestonville, Mantua and Fairmount,		5		1		4		10
Lancaster City,				2				2
Lombard and South Streets,		8				1		9
New Castle Electric,		1						1
Pennsylvania Motor Company,		1						1
People's, Philadelphia,		24				1		25
People's, Scranton,		5				3		8
Pittsburgh, Allegheny and Manchester Traction Company,		3			1	1	1	4
Pittsburgh and Birmingham Traction,					2		2	
Pittsburgh Traction,					4	10	4	10
Pittston,		1						1
Reading City,		1			1	1	1	2
Scranton Suburban,		1				1		2
Second Avenue,		8		2		2		12
Sunbury and Northumberland,					1		1	
Union, Chester, Pa.,		1			1		1	1
Williamsport,				1				1
Total,		61		10	22	50	22	121

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Allentown,	$45,260 00	$45,260 00	$45,260 00	$45,260 00	$45,260 00
Allegheny and Millvale,					2,400 00
Allegheny and Bellevue,					50,000 00
Allegheny Street Railway Company,					50,000 00
Altoona and Hollidaysburg,				5,000 00	5,000 00
Athens, Sayre and Waverly Electric,					1,000 00
Beaver,				400 00	400 00
Beaver Falls, College and Metamore Electric,					10,000 00
Beaver Valley,	30,000 00	30,000 00	30,000 00	30,000 00	60,000 00
Bellevue and Pittsburgh,					4,800 00
Bethlehem and Allentown,				50,000 00	75,000 00
Bethlehem and South Bethlehem,				600 00	
Bloomfield and Shady Side,				6,000 00	
Braddock Electric,					6,310 00
Braddock and Brinton Electric,					600 00
Braddock and McKeesport Electric,					800 00
Braddock and Turtle Creek,	10,000 00	10,000 00	10,000 00		50.000 00
Bradford and Kendall,	12,100 00	12,100 00	12,100 00		12,000 00
Boyd Street,				300 00	3,000 00
Cambria and Somerset Streets,					5,000 00
Capitol City,				1,600 00	1,600 00
Carbondale and Jermyn Electric,		8,622 50	11,300 00		
Catharine and Bainbridge,				150,000 00	150,000 00
Centennial,					1,500 00
Central Traction,	100,000 00	100,000 00	100,000 00		748,737 50
Central Electric,					6,000 00
Chelten Avenue,					3,900 00
Chester,	80,000 00	100,000 00	100,000 00	100,000 00	150,000 00
Citizens', Philadelphia,	192,500 00	192,500 00	192,500 00	192,500 00	192,500 00
Citizens', Pittsburgh,	200,000 00	200,000 00			
Citizens', Norristown,		41,695 00	49,520 00	49,520 00	49,520 00
Citizens', Beaver Falls,					729 28
Citizens', Fairmount Park,				4,800 00	4,800 00
Citizens', North Philadelphia,				3,600 00	3,600 00
Citizens', South Philadelphia,				3,000 00	3,000 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Citizen Street Passenger,				$600 00	
Citizens' Traction,		$2,500,000 00	$2,500,000 00	2,500,000 00	$2,800,000 00
City, Altoona,	$68,000 00	68,000 00	68,000 00	68,000 00	148,990 00
City Line,					1,000 00
Coalville,	62,675 00	62,675 00	62,700 00	62,700 00	61,500 00
Continental,	580,000 00	580,000 00	580,000 00	580,000 00	580,000 00
Craig Street,				42,000 00	42,000 00
Cumberland Street,				550 00	500 00
Diamond Street,				3,000 00	3,000 00
Duquesne Street,				100,000 00	100,000 00
Duquesne Traction,					3,000,000 00
East End (Washington street),					3,600 00
East End (Penn avenue),				600 00	600 00
East End, Lancaster,			15,000 00		
East Reading,					100,000 00
Easton and South Easton,	29,562 00				
Easton, South Easton and West End,	80,000 00	80,000 00	80,000 00	120,000 00	120,000 00
Ellsworth,				1,200 00	
Erie City,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Erie City Electric,				400,000 00	400,000 00
Exchange Street,				100 00	100 00
Fairhill Passenger,					900 00
Fairmount Palace Car,					4,800 00
Federal Street and Pleasant Valley,	100,000 00	100,000 00	100,000 00	1,300,000 00	1,300,000 00
Fifth Avenue, West End and Crafton,				1,840 00	
Forbes Street,					4,200 00
Forbes Street and Shady Avenue,				1,200 00	
Fort Pitt Ineline Plane,	60,000 00	60,000 00	60,000 00	60,000 00	60,000 00
Forty-third Street and Bloomfield Street,			500 00	5,000 00	500 00
Fountain Street,				300 00	300 00
Frankford and Southwark,	750,000 00	750,000 00	750,000 00	1,000,000 00	1,250,000 00
Fremont Street,					500 00
Germantown,	572,860 00	572,860 00	572,800 00	572,800 00	572,800 00
Grant Street,				300 00	300 00
Glenshaw,					3,000 00

Green and Coates Streets,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Greensburg and Hempfield Electric,				8,800 00	50,000 00
Greensburg and Suburban Street,				600 00	
Greenfield Avenue,					600 00
Harrisburg City,	100,000 00	100,000 00	100,000 00	100,000 00	125,000 00
Hestonville, Mantua and Fairmount,	299,381 36	299,381 36	299,381 36	299,381 36	299,381 36
Highland Park,				2,100 00	
Highland Street,				15,000 00	15,000 00
Hill Top Traction,					300 00
Holmesburg, Tacony and Frankford Electric,					3,550 00
Homewood Avenue,				1,200 00	
Howe Street,				1,800 00	1,800 00
Jackson Street,					500 00
Johnstown,	100,000 00	100,000 00	100,000 00	100,000 00	137,500 00
Lancaster City,	14,000 00	42,150 00	45,800 00	63,900 00	
Lancaster and Millersville,	40,000 00	40,000 00	40,000 00	40,000 00	40,000 00
Lancaster and Lititz,				1,410 00	1,410 00
Larimer Street,				15,000 00	15,000 00
Lehigh Avenue,	60,000 00	60,000 00	100,000 00	200,000 00	300,000 00
Lombard and South Streets,	299,460 00	299,865 00	299,865 00	374,842 50	374,842 50
Manayunk and Roxboro' Incline,		58,475 00	58,475 00	58,475 00	58,475 00
Mahanoy City, Shenandoah, Girardsville and Ashland,					10,000 00
Mansfield and Chartiers,					1,500 00
Market Square,				600 00	600 00
Market Street,				500 00	500 00
Marshall Street,				25,000 00	25,000 00
McKeesport and Duquesne Street,				500 00	500 00
Midvale,				3,000 00	3,000 00
Millvale,			1,500 00	15,000 00	1,500 00
Monongahela,				600 00	600 00
Montgomery and Berks Streets,					2,100 00
Monongahela Inclined Plane,	140,000 00	140,000 00	140,000 00	140,000 00	200,000 00
Mount Oliver Incline,	31,616 00	38,000 00	38,000 00	54,000 00	61,152 00
Nay Aug Cross Town,			23,975 00		
Nanticoke,					200 00
New Brighton Electric,					28,400 00
New Castle Electric,				14,300 00	
Norristown,	15,350 00	35,470 52	44,322 20	44,415 15	44,439 65
North End,					2,400 00
North Philadelphia,	300,000 00	300,000 00	300,000 00	300,000 00	
Northern,					1,500 00
Nunnery Hill Incline Plane,			60,000 00	60,000 00	60,000 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Oakmont and Verona Traction,					$250 00
Observatory Hill,			$125,000 00		
Oil City,				$2,550 00	2,550 00
Park Street,					2,400 00
Pennsylvania Motor Company,				80,000 00	120,000 00
People's Park,		$100,000 00	100,000 00		
People's, Philadelphia,	$500,000 00	500,000 00	500,000 00	500,000 00	723,146 73
People's, Scranton,	150,000 00	150,000 00	1c2,500 00	425,000 00	425,000 00
People's, Pittsburgh,				35,000 00	35,000 00
Perkiomen Avenue,	65,000 00	65,000 00	90,000 00		
Perry Street,					50,000 00
Philadelphia City,	475,000 00	475,000 00	475,000 00	475,000 00	475,000 00
Philadelphia and Darby,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Philadelphia and Gray's Ferry,	308,750 00	308,750 00	308,750 00	308,750 00	308,750 00
Philadelphia Traction,	2,500,000 00	2,500,000 00	2,937,405 00	3,913,205 00	3,984,000 00
Pittsburgh, Allegheny and Manchester Traction Company,					2,897,166 66
Pittsburgh, Allegheny and Manchester Passenger Railway Company,	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Pittsburgh and Birmingham,	192,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Pittsburgh and Birmingham Traction,				3,000,000 00	3,000,000 00
Pittsburgh, Oakland and East Liberty,	150,000 00	150,000 00		150,000 00	150,000 00
Pittsburgh, Glenwood and Homestead,					2,000 00
Pittsburgh Passenger,				1,500 00	1,500 00
Pittsburgh Traction,		1,500,000 00	1,500,000 00	1,750,000 00	1,900,000 00
Pittsburgh Incline Plane,				150,000 00	150,000 00
Pittsburgh Union,	78,350 00	78,350 00	82,755 00	82,755 00	82,755 00
Pittsburgh and West End,	36,060 00	86,000 00	86,000 00	110,060 14	110,060 14
Pittston,	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Pittston, Moosic and Pleasant Valley,					14,000 00
Plymouth,					400 00
Rapid Transit, Wallingford,					1,400 00
Rapid Transit Electric, Philadelphia,					50,000 00
Reading City,	45,000 00	75,000 00	150,000 00	250,000 00	281,250 00
Reading and South Western,					32,460 00

Ridge Avenue,	420,000 00	420,000 00	420,000 00	420,000 00	420,000 00
Riverside,				180 00	180 00
Ross Street,				150 00	150 00
Saint Clair Incline,	6,000 00	6,000 00	6,000 00	150,000 00	150,000 00
Schuylkill River,	50,000 00	50,000 00	50,000 00	50,000 00	
Scranton,	1,000 00	2,350 00			50,000 00
Scranton Suburban,		47,500 00	49,910 00	100,000 00	100,000 00
Second Avenue,	30,000 00	30,000 00	30,000 00	30,000 00	300,000 00
Second and Third Streets,	771,076 25	771,076 25	771,076 25	848,160 00	
Seventeenth and Nineteenth Streets,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Sewickley,					1,925 00
Shamokin,					17,590 00
Shenango Valley,					800 00
South End,					3,600 00
South Side, Pittsburgh,	38,400 00	38,400 00	38,400 00	38,400 00	38,400 00
Stroudsburg,	25,600 00	25,600 00	25,600 00	25,600 00	25,600 00
Sunbury and Northumberland,	1,060 00	1,060 00	1,000 00	75,000 00	55,000 00
Swissvale Electric,					2,500 00
Swissvale and Wilkinsburg,				3,300 00	3,300 00
Sylvan Street,				2,400 00	2,400 00
Thirteenth and Fifteenth Streets,	334,529 44	334,529 44	334,529 44	334,529 44	334,529 44
Trans-Allegheny,				20,000 00	200,000 00
Transverse,	275,000 00				
Troy Hill Incline Plane and Bridge Company,				200,000 00	200,000 00
Troy Hill Passenger Railway Company,					50,000 00
Twenty-second Street and Allegheny Avenue, Philadelphia,					50,000 00
Turtle Creek Valley Electric,					2,500 00
Union, Philadelphia,	925,000 00	925,000 00	925,000 00	925,000 00	925,000 00
Union, Rochester, Pa.,				1,295 00	1,295 00
Union, Chester, Pa.,					20,125 00
Union Line,				600 00	1,200 00
Uniontown,					50,000 00
Venango,				4,200 00	420 00
Verner,					6,000 00
Verona and Oakmont,					150 00
Walnut Street Connecting,					5,000 00
Warren,				600 00	
Washington Electric,					16,320 00
West Chester,					36,000 00
West End,				6,200 00	225,000 00
West Philadelphia,	750,000 00	750,000 00	750,000 00	750,000 00	750,000 00
West Pittston and Wyoming,					1,000 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Wilkinsburg,				$35,000 00	$35,000 00
Wilkinsburg and East Liberty,		$13,400 00	$13,400 00	14,300 00	14,300 00
Williamsport,	$75,000 00	75,000 00	75,000 00	75,000 00	110,000 00
Wilkes-Barre and Kingston,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Wilkes-Barre and Suburban,			61,468 00	91,650 00	100,000 00
Wilkes-Barre and Wyoming Valley,					1,000 00
Wissahiekon,					1,000 00
York,	12,740 00	34,650 00	50,000 00	50,000 00	82,950 00
Totals,	$13,738,031 35	$17,911,680 07	$18,527,567 25	$26,665,578 59	$34,622,120 26

COMPARATIVE STATEMENT OF AMOUNT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Allentown,	$10,000 00	$10,000 00	$10,000 00	$78,162 53	$75,000 00
Allegheny and Bellevue,					62,000 00
Allegheny Street Railway Company,					118,000 00
Beaver Valley,	11,000 00	15,000 00	17,500 00	16,750 00	
Braddock Electric,					1,200 00
Braddock and McKeesport Electric,					250 00
Braddock and Turtle Creek,					50,000 00
Carbondale and Jermyn Electric,		1,000 00	9,500 00		
Catharine and Bainbridge,				150,000 00	150,000 00
Central Traction,	43,968 00	41,129 46	19,974 49		428,742 56
Chelten Avenue,					26,500 00
Citizens', Pittsburgh,	68,000 00	68,000 00	50,000 00		
Citizens', Norristown,		3,500 00	4,500 00	7,000 00	6,800 00

Citizens', Traction,			1,151,000 00	1,578,000 00	1,378,000 00
Coalville,	13,339 03	15,232 08	13,772 85	13,003 64	12,000 00
Continental,	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Duquesne Traction,					632,000 00
East Harrisburg,			3,000 00		
East Reading,			4,886 25		500 00
Easton and South Easton,	12,499 05				
Easton, South Easton and West End,	47,331 81	46,331 81	63,174 20	2,849 20	2,849 20
Empire,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Erie City,	52,572 08	51,987 18	52,983 09	25,000 00	25,000 00
Erie City Electric,				202,000 00	245,625 00
Federal Street and Pleasant Valley,	75,000 00	75,000 00	75,000 00	638,000 00	773,000 00
Fort Pitt Incline Plane,	32,400 00	32,400 00	31,150 00	30,000 00	30,000 00
Frankford and Southwark,	100,000 00	100,000 00	100,000 00	100,000 00	38,000 00
Germantown,	227,500 00	227,500 00	227,500 00	227,500 00	227,500 00
Grant Street,					1,500 00
Green and Coates Streets,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Greensburg and Hempfield Electric,					58,856 77
Harrisburg City,	1,538 40	9,500 00	8,500 00	10,000 00	1,250 00
Hestonville, Mantua and Fairmount,	524,479 00	524,279 00	519,629 00	499,500 00	499,500 00
Johnstown,				105,460 01	189,029 47
Lancaster City,		5,000 00	15,000 00	176,000 00	169,421 38
Lancaster and Millersville,	500 00				
Lebanon and Annville,					14,845 78
Lehigh Avenue,		70,000 00	80,000 00	136,000 00	44,500 00
Lombard and South Streets,	187,410 00	174,410 00	210,679 54	304,258 22	331,959 06
Manayunk and Roxboro' Incline,		2,000 00	2,000 00	3,900 00	2,000 00
Monongahela Inclined Plane,	100,000 00	100,000 00	100,000 00	65,000 00	63,500 00
Mount Oliver Incline,	45,000 00	58,962 60	52,500 00	49,500 00	44,500 00
Nay-Aug Cross Town,			6,300 00		
Norristown,	1,200 00	9,731 92	2,200 00	2,000 00	1,750 00
Nunnery Hill Incline Plane,			34,500 00	35,100 00	30,000 00
Observatory Hill,			141,011 58		
Pennsylvania Motor Company,				45,634 79	60,000 00
People's Park,		137,468 68	159,011 65		
People's, Philadelphia,	835,031 09	832,455 99	785,213 80	782,136 78	750,000 00
People's, Scranton,	27,444 85	33,000 00	200,000 00	216,452 70	200,000 00
Perry Street,					56,000 00
Philadelphia City,	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Philadelphia and Darby,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Philadelphia and Gray's Ferry,	28,500 00				
Philadelphia Traction,		1,300,000 00	1,274,000 00	1,226,000 00	1,193,000 00

61-11-91.

COMPARATIVE STATEMENT OF AMOUNT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Pittsburgh, Allegheny and Manchester Traction Company,	$205,000 00	$200,000 00	$200,000 00	$200,000 00	$1,354,783 50
Pittsburgh, Allegheny and Manchester Passenger Railway Company,					200,000 00
Pittsburgh and Birmingham,	78,000 00	78,000 00	75,000 00	75,000 00	75,000 00
Pittsburgh and Birmingham Traction,				1,500,000 00	1,635,418 02
Pittsburgh, Oakland and East Liberty,	67,594 87	15,000 00		7,000 00	7,000 00
Pittsburgh Traction,		47,183 47	915,000 00	51,337 58	761,206 38
Pittsburgh Incline Plane,				250,000 00	250,000 00
Pittsburgh Union,	109,500 00	104,500 00	102,500 00	112,930 28	100,000 00
Pittsburgh and West End,	26,877 70	66,200 00	66,394 32	75,000 00	91,000 00
Rapid Transit Electric, Philadelphia,					15,000 00
Reading City,	37,825 00	59,219 76	37,000 00	139,800 00	164,800 00
Saint Clair Incline,			67,000 00	60,000 00	
Scranton,					100,000 00
Scranton Suburban,		20,000 00	38,732 78	210,256 97	200,000 00
Second Avenue,	45,133 20	44,558 20	45,293 39	150,000 00	48,287 34
Seventeenth and Nineteenth Streets,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Shamokin,					2,000 00
South Side, Pittsburgh,	19,195 83	19,303 80	19,000 00	19,000 00	19,000 00
Stroudsburg,				700 00	600 00
Sunbury and Northumberland,				65,000 00	83,136 42
Thirteenth and Fifteenth Streets,	177,300 00	170,000 00	170,000 00	170,000 00	156,000 00
Troy Hill Incline Plane and Bridge Company,				105,000 00	105,000 00
Troy Hill Passenger Railway Company,					97,000 00
Union, Rochester, Pa.,					750,000 00
Union Line,	750,000 00	750,000 00	750,000 00	750,000 00	8,000 00
West End,	33,155 49				235,678 00
West Philadelphia,	996,000 00	996,000 00	996,000 00	996,000 00	996,000 00
Wilkinsburg and East Liberty,		3,250 00	3,250 00	3,250 00	
Williamsport,	5,857 40	4,027 50	30,700 53	30,000 00	
Wilkes-Barre and Suburban,			29,271 71	5,500 00	25,000 00
Wilkes-Barre and Wyoming Valley,					69,500 00
York,	11,825 00	6,000 00	7,000 00	20,000 00	5,500 00
Total,	$6,332,995 47	$7,677,131 45	$10,126,539 18	$12,876,982 70	$16,699,488 88

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Allentown,	$38,750 63	$39,686 84	$39,686 84	$111,665 06	$118,208 06
Allegheny and Bellevue,					22,000 00
Allegheny Street Railway Company,					78,000 00
Beaver Valley,	42,085 00	47,268 16	51,269 63	53,759 00	60,857 43
Braddock Electric,					2,169 59
Braddock and Turtle Creek,					95,000 00
Bradford and Kendall,	18,149 41	19,409 41	18,409 41		12,000 00
Central Traction,	141,086 76	141,896 76	141,896 76		1,244,400 77
Chelten Avenue,					30,336 80
Chester,		118,534 48	119,006 76	120,744 34	150,000 00
Citizens', Philadelphia,	319,134 57	319,134 57	312,134 57	312,134 57	312,134 57
Citizens', Norristown,		42,989 78	44,156 54	44,031 29	44,031 29
Citizens' Traction,	251,329 54	262,119 89		1,629,917 77	1,816,243 78
City, Altoona,	68,000 00	68,000 00	68,000 00	80,049 90	128,575 62
Coalville,	46,917 01	51,798 13	51,826 11	51,921 53	51,921 53
East Harrisburg,		46,719 84	82,470 02	111,532 88	106,399 18
East End, Lancaster,			16,409 00		
East Reading,			15,281 41	63,617 96	96,623 98
Easton and South Easton,	25,962 50				
Easton, South Easton and West End,	130,435 13	131,167 17	133,847 34	151,335 36	152,685 36
Erie City,	105,655 00	113,005 58	116,540 82		
Erie City Electric,				577,659 02	628,221 14
Federal Street and Pleasant Valley,	150,000 00	130,000 00	150,000 00	1,072,354 28	1,340,970 28
Fort Pitt Incline Plane,	95,593 19	96,257 27	96,398 05	97,936 56	97,936 56
Forty-third Street and Bloomfield Street,					2,979 00
Frankford and Southwark,	984,105 45	1,005,585 45	1,025,987 40	1,052,763 55	1,135,053 99
Grant Street,					1,500 00
Greensburg and Hempfield Electric,				50,000 00	100,000 00
Harrisburg City,	116,189 99	136,898 88	145,014 30	159,762 94	166,963 93
Hestonville, Mantua and Fairmount	547,734 56	551,614 56	548,194 56	550,940 76	559,079 96
Johnstown,	1,796 76	4,558 71	845 60		316,393 95
Lancaster City,	10,452 29	33,530 84	45,617 10	65,085 10	70,248 02
Lancaster and Millersville,	40,500 00	44,449 77	44,449 77	44,449 77	44,449 77
Lehigh Avenue,		54,900 00	98,000 00	144,000 00	310,998 91
Lombard and South Streets,	676,281 85	677,417 25	678,819 94	757,707 39	810,489 16
Manayunk and Roxboro' Incline,		59,053 06	59,053 06	70,508 94	70,752 28
Millvale,					2,979 00
Monongahela Inclined Plane,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED..

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Mount Oliver Incline,	$103,031 85	$119,387 52	$119,387 52	$119,599 52	
Nay Aug Cross-Town,			28,556 99		
New Castle Electric,				24,000 00	$29,668 76
Norristown,	14,003 24	42,579 69	39,946 25	40,887 56	40.877 60
Nunnery Hill Incline Plane,			90,430 22	90,412 04	90,862 04
Observatory Hill,			275,372 09		
People's Park,		163,935 01	163,935 01		
People's, Philadelphia,	351,431 75	354,686 61	354,686 61	407,350 31	403,055 31
People's, Scranton,	155,918 82	161,879 82	372,378 22	622,681 86	522,735 30
Perkiomen Avenue,	106,027 23	118,139 88	134,940 45		
Perry Street,					56,000 00
Philadelphia City,	875,842 88	875,842 88	875,842 88	875,842 88	875,842 88
Philadelphia and Gray's Ferry,	276,776 53	243,429 50	243,713 00	249,514 40	249,514 40
Pittsburgh, Allegheny and Manchester Passenger Railway Company,	290,171 92	297,994 12	303,719 12	308,609 12	
Pittsburgh, Allegheny and Manchester Traction Company,					732,796 76
Pittsburgh and Birmingham,	169,352 00	172,972 00	178,275 28	181,372 88	
Pittsburgh, Oakland and East Liberty,	190,107 83	190,107 93			190,107 83
Pittsburgh Traction,		416,048 32	1,261,859 45	2,628,586 59	1,445,341 69
Pittsburgh Incline Plane,				400,000 00	400,000 00
Pittsburgh Union,	143,128 32	138,360 77	138,760 77	131,155 44	
Pittsburgh and West End,	62,388 80	145,906 15	155,214 66	164,042 76	188,231 83
Pittston,	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Reading City,	96,799 87	131,110 89	192,648 91	392,923 71	445,287 55
Ridge Avenue,	574,809 34	576,516 90	582,659 50	582,963 50	584,811 00
Saint Clair Incline,			67,000 00	75,000 00	75,000 00
Schuylkill River,	47,463 54	47,463 54	47,463 54	47,463 54	
Scranton Suburban,		70,000 00	85,087 67	321,477 23	312,720 36
Second Avenue,	76,388 50	76,388 50		412,050 95	496,344 90
Second and Third Streets,	945,779 70	945,835 19	950,839 67	952,827 56	967,511 86
South Side, Pittsburgh,	81,851 13	81,851 23	81,851 13	81,851 13	
Stroudsburg,	24,627 84	24,627 84	24,593 87	24,627 84	24,626 00
Sunbury and Northumberland,					120,000 00
Thirteenth and Fifteenth Streets,	321,566 87	321,566 86		338,566 86	338,566 86
Transverse,	371,000 62				
Troy Hill Incline Plane and Bridge Company,				286,471 94	295,738 27
Troy Hill Passenger Railway Company,					57,000 00

Union, Chester, Pa.,	. . . . .	. . . . .	. . . . .	. . . . .	26,123 77
Uniontown,	. . . . .	. . . . .	. . . . .	. . . . .	58,000 00
West End,	34,999 41	. . . . .	. . . . .	6,226 08	144,632 20
West Philadelphia.	1,958,066 54	1,876,250 67	. . . . .	. . . . .	. . . . .
Wilkinsburg and East Liberty,	. . . . .	15,777 84	15,777 84	15,777 84	. . . . .
Williamsport,	105,585 57	106,969 87	141,198 01	142,842 59	145,736 00
Wilkes-Barre and Kingston,	94,833 37	94,833 37	94,833 37	94,833 37	. . . . .
Wilkes-Barre and Suburban,	. . . . .	. . . . .	88,439 65	91,355 47	113,046 95
York,	21,045 09	38,609 53	52,373 25	58,942 67	74,343 10
Total,	$11,553,154 06	$12,326,068 63	$11,515,099 92	$17,804,135 61	$19,945,127 13

COMPARATIVE STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Allentown,	177,946	185,920	205,645	447,670	279,220
Beaver Valley,	309,426	368,091	336,908	484,372	491,540
Bradford and Kendall,	114,113	96,623	87,338	99,464	89,589
Carbondale and Jermyn Electric,	. . . . .	. . . . .	35,578	. . . . .	. . . . .
Central Traction,	851,651	1,040,465	1,062,235	. . . . .	3,049,852
Chester,	779,706	948,531	947,908	1,101,840	491,916
Citizens', Philadelphia,	6,016,192	6,996,759	7,286,286	7,578,836	7,373,044
Citizens', Pittsburgh,	5,490,372	6,041,331	. . . . .	. . . . .	. . . . .
Citizens', Norristown,	. . . . .	103,312	255,161	267,194	255,965
Citizens' Traction,	. . . . .	2,497,991	6,952,131	10,832,192	12,547,868
City, Altoona,	369,262	421,083	405,897	427,680	503,152
Coalville,	86,999	124,117	137,948	157,418	168,638
Duquesne Traction,	. . . . .	. . . . .	. . . . .	. . . . .	408,861
East End, Lancaster,	. . . . .	. . . . .	111,202	. . . . .	. . . . .
East Harrisburg,	. . . . .	101,176	544,569	1,041,978	1,370,659
East Reading,	. . . . .	. . . . .	20,313	194,935	383,740
Easton and South Easton,	53,726	. . . . .	. . . . .	. . . . .	. . . . .
Easton, South Easton and West End,	173,804	277,985	277,608	300,286	327,872
Empire,	4,622,675	5,260,764	. . . . .	. . . . .	. . . . .
Erie City,	620,000	748,672	768,149	. . . . .	. . . . .
Erie City Electric,	. . . . .	. . . . .	. . . . .	1,553,718	2,345,655
Federal Street and Pleasant Valley,	1,650,109	1,892,645	2,112,164	4,583,900	6,819,150
Fort Pitt Incline Plane,	311,153	311,296	316,498	284,829	232,872
Frankford and Southwark,	11,014,359	13,334,476	13,654,292	15,078,276	16,252,191
Greensburg and Hempfield Electric,	. . . . .	. . . . .	. . . . .	. . . . .	154,686

COMPARATIVE STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Harrisburg City,	595,385	694,957	743,104	860,580	757,013
Hestonville, Mantua and Fairmount,	5,751,314	6,665,088	5,804,686	6,429,672	6,439,684
Johnstown,	725,430	814,846	805,694		400,157
Lancaster City,	52,003	96,263	158,031	266,660	521,793
Lancaster and Millersville,	44,077	43,571	45,724	61,441	66,927
Lehigh Avenue,				66,640	
Lombard and South Streets,	4,747,045	5,908,338	6,849,110	7,184,720	7,455,454
Manayunk and Roxboro' Incline,				320,768	
Monongahela Inclined Plane,	837,598	988,249	1,064,675	1,150,339	1,248,794
Mount Oliver Incline,	865,648	1,224,214	1,206,532	1,269,668	1,053,461
Nay Aug Cross-Town,			39,361		
New Brighton,					106,728
Norristown,	50,174	74,887	190,227	183,783	180,604
Nunnery Hill Incline Plane,			54,443	142,223	190,786
Observatory Hill,			311,436		
Pennsylvania Motor Company,				143,958	163,031
People's Park,		701,607	838,130		
People's, Philadelphia,	24,770,580	29,645,286	31,661,527	33,089,348	34,176,367
People's, Scranton,	714,545	1,032,926	1,313,613	2,173,493	2,253,130
Perkiomen Avenue,	519,637	870,814	1,033,118		
Philadelphia and Gray's Ferry,	3,012,699	3,089,871	3,032,592	2,896,996	1,269,135
Philadelphia Traction,	44,800,726	51,274,944	55,484,746	63,368,712	69,470,486
Pittsburgh, Allegheny and Manchester Traction Company,	3,493,033	4,004,550	4,339,994	4,928,090	5,789,510
Pittsburgh and Birmingham,	2,422,210	3,002,955	3,191,323	1,437,932	
Pittsburgh and Birmingham Traction,				2,762,925	4,843,039
Pittsburgh, Oakland and East Liberty,	1,690,447				
Pittsburgh Traction,		2,045,756	2,800,889	8,229,809	8,649,788
Pittsburgh Union,	1,252,076	1,261,561	1,299,092	1,487,560	
Pittsburgh and West End,	915,421	1,094,559	1,452,181	1,412,453	1,854,836
Pittston,	88,277	96,923	102,087	103,603	106,727
Reading City,	737,867	1,132,633	1,364,190	2,981,044	3,338,505
Ridge Avenue,	6,683,905	6,719,233	6,865,973	7,280,643	7,423,642
Saint Clair Incline,			125,026	327,693	394,897
Scranton Suburban,		470,763	689,652	814,910	788,773
Second Avenue,	335,980	272,035	119,109	686,996	1,808,993
Second and Third Streets,	9,917,556	11,335,575	11,343,876	11,156,252	11,247,562

South Side, Pittsburgh,	415,101	427,068	435,674	213,429	
Stroudsburg,		35,083	38,138	48,916	52,652
Sunbury and Northumberland,					171,452
Thirteenth and Fifteenth Streets,	6,868,647	8,154,608	9,035,819	10,328,747	9,594,008
Transvere,	1,204,892				
Troy Hill Passenger Railway Company,					125,002
Union, Chester, Pa.,					502,129
Uniontown,					34,459
Washington Electric,					33,717
West End,	53,731			83,744	95,956
Williamsport,	423,674	417,074	436,116	227,884	487,454
Wilkes-Barre and Kingston,	317,280	328,350	346,596	337,630	272,876
Wilkes-Barre and Suburban,			122,512	318,874	489,885
York,	27,960	160,197	243,191	292,893	375,290
Totals,	156,975,420	184,835,994	190,506,017	219,506,616	237,781,172

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1888-90.	1860-91.
Allentown,	$16,083 93	$16,040 81	$14,854 66	$26,164 52	$21,218 75
Beaver Valley,	15,936 49	19,225 73	22,314 98	24,375 06	25,128 08
Bradford and Kendall,	5,705 63	4,831 15	4,366 90	5,135 38	4,371 42
Carbondale and Jermyn Electric,			1,778 92		
Catharine and Bainbridge,					9,000 00
Central Traction,	41,639 05	50,987 23	52,053 73		181,319 10
Chester,	35,995 75	43,746 72	43,652 69	49,923 61	24,495 76
Citizens', Philadelphia,	418,586 09	427,298 39	346,369 01	347,147 00	338,819 23
Citizens', Pittsburgh,	261,555 03	304,151 90			
Citizens', Norristown,		5,308 79	18,486 56	12,394 62	12,947 05
Citizens' Traction,		125,950 21	357,825 17	646,986 04	639,377 87
City, Altoona,	19,034 60	21,551 28	20,289 70	21,251 81	24,774 89
Coalville,	8,089 82	9,671 61	10,807 88	11,874 61	12,455 05
Continental,	120,000 00	120,000 00	120,000 00	120,000 00	120,000 00
Duquesne Traction,					20,129 85

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
East End, Lancaster,			$5,907 10		
East Harrisburg,		$71,784 88	76,767 17	$54,692 78	$135,349 35
East Reading,			1,010 94	9,492 60	18,329 22
Easton and South Easton,	$3,279 26				
Easton, South Easton and West End,	9,506 73	15,583 42	63,829 92	31,182 48	16,804 69
Empire,	260,227 73	267,392 25			
Erie City,	33,927 34	39,396 01	40,340 77		
Erie City Electric,				75,147 00	112,136 73
Federal Street and Pleasant Valley,	74,988 45	87,469 89	96,402 10	231,379 03	361,805 48
Fort Pitt Incline Plane,	8,658 25	8,994 35	8,914 04	9,712 60	9,111 55
Frankford and Southwark,	620,509 02	639,970 94	646,856 24	699,108 77	721,141 46
Greensburg and Hempfield Electric,					7,970 29
Harrisburg City,	72,094 02	52,156 25	44,496 43	45,653 06	38,783 38
Hestonville, Mantua and Fairmount,	314,799 67	319,979 34	292,433 25	336,301 25	326,781 87
Johnstown,	37,574 32	42,174 85	40,441 90		20,009 95
Lancaster City,	6,752 65	45,613 11	23,076 92	30,341 73	99,183 05
Lancaster and Millersville,	7,955 23	7,202 71	8,985 50	11,586 74	10,012 60
Lehigh Avenue,		214 58		3,331 96	
Lombard and South Streets,	218,727 21	250,345 63	265,941 79	287,086 34	312,164 18
Manayunk and Roxboro' Incline,		18,190 89	17,745 94	18,792 35	20,311 81
Monongahela Inclined Plane,	33,915 30	40,699 03	46,423 95	51,586 98	57,745 53
Mount Oliver Incline,	32,980 00	51,052 00	50,205 60	54,640 00	32,917 41
Nay Aug Cross-Town,			1,966 85		
New Castle Electric,					4,883 82
Norristown,	2,675 40	3,936 50	9,569 12	9,367 84	9,181 30
Nunnery Hill Incline Plane,			2,398 35	4,586 54	4,611 70
Observatory Hill,			18,544 29		
Pennsylvania Motor Company,				7,263 36	8,514 01
People's Park,		31,573 00	37,716 00		
People's, Philadelphia,	1,008,053 40	1,046,388 72	1,084,299 51	1,195,371 28	1,208,807 45
People's, Scranton,	48,211 68	58,855 00	71,740 39	108,652 14	116,187 40
Perkiomen Avenue,	24,190 15	38,784 81	44,418 15		
Ferry Street,					6,250 10
Philadelphia City,	132,681 06	132,913 49	142,760 96	147,751 46	152,773 75
Philadelphia and Darby.	50 00	50 00	50 00	50 00	50 00
Philadelphia and Gray's Ferry,	147,836 32	147,691 59	145,879 34	141,423 34	65,014 64

Philadelphia Traction,	2,627,280 09	2,788,188 39	2,889,889 68	3,259,128 70	3,551,035 02
Pittsburgh, Allegheny and Manchester Passenger Railway Company,	192,123 86	215,700 77	232,263 12	258,803 31	51,411 30
Pittsburgh, Allegheny and Manchester Traction Company,					301,445 90
Pittsburgh and Birmingham,	120,039 39	150,147 75	160,282 22	74,946 60	
Pittsburgh and Birmingham Traction,				140,834 11	243,702 98
Pittsburgh, Oakland and East Liberty,	102,842 43				
Pittsburgh Traction,		125,852 29	178,636 97	387,442 91	423,968 94
Pittsburgh Incline Plane,					40,272 87
Pittsburgh Union,	74,247 22	65,588 22	70,610 17	73,851 21	
Pittsburgh and West End,	51,511 36	60,271 02	75,865 49	87,186 91	110,969 23
Pittston,	4,729 40	5,160 73	5,419 45	5,478 20	5,713 12
Reading City,	66,340 13	98,850 00	151,367 49	170,973 26	227,188 38
Ridge Avenue,	350,176 15	334,164 01	341,066 53	361,528 19	368,014 99
Saint Clair Incline,			8,460 97	17,512 75	21,022 55
Scranton Suburban,		23,538 15	34,482 60	65,219 70	38,885 60
Second Avenue,	15,633 75	13,779 79	5,389 82	33,618 45	88,492 45
Second and Third Streets,	573,184 54	572,741 92	573,376 10	576,413 90	565,167 51
Seventeenth and Nineteenth Streets,	15,000 00	15,000 00	15,000 00	15,000 00	15,000 00
South Side, Pittsburgh,	21,046 85	21,965 91	21,883 20	10,671 46	
Stroudsburg,			2,003 83	4,972 08	4,937 94
Sunbury and Northumberland,					8,717 89
Thirteenth and Fifteenth Streets,	382,111 14	445,046 60	456,554 61	515,066 52	483,001 99
Transverse,	62,685 78				
Troy Hill Incline Plane and Bridge Company,				13,368 37	15,217 01
Troy Hill Passenger Railway Company,					6,250 10
Union, Philadelphia,	270,000 00	285,000 00	285,000 00	285,000 00	285,000 00
Union, Chester, Pa.,					24,932 16
Uniontown,					1,760 00
Washington Electric,					1,676 10
West End,	3,738 15			4,330 54	191,204 10
West Philadelphia,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Wilkinsburg and East Liberty,		500 00			
Williamsport,	20,093 17	20,253 88	21,106 59	24,016 47	24,140 43
Wilkes-Barre and Kingston,	28,057 70	29,883 43	32,483 68	32,280 98	27,288 04
Wilkes-Barre and Suburban,			7,791 84	19,186 98	26,028 95
York,	1,327 16	37,095 70	43,526 33	40,629 62	18,118 28
Totals,	$9,175,094 78	$10,025,905 65	$10,064,382 61	$11,457,215 50	$12,631,433 60

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Allentown,	$10,551 89	$13,195 05	$11,863 44	$21,253 93	$21,726 84
Beaver Valley,	13,773 57	16,648 97	18,847 30	19,237 88	22,558 36
Braddock Electric,					300 00
Bradford and Kendall,	3,394 85	4,207 52		5,141 05	4,620 20
Carbondale and Jermyn Electric,			3,037 50		
Central Traction,	40,506 18	43,026 77	48,460 32		112,500 02
Chester,	26,399 62	31,090 81	31,909 70	33,730 32	16,234 25
Citizens', Philadelphia,	239,901 48	258,832 35	189,602 27	188,449 41	196,644 86
Citizens', Pittsburgh,	185,242 81	210,846 94			
Citizens', Norristown,		5,866 59	14,950 04	13,090 46	13,181 30
Citizens' Traction,		91,561 39	268,707 90	308,912 96	367,215 77
City, Altoona,	14,282 20	16,115 53	15,206 42	17,362 20	19,083 71
Coalville,	7,263 61	6,214 34	7,891 23	9,675 13	8,342 04
East End, Lancaster,			4,359 64		
East Harrisburg,		7,004 14	21,735 97	30,057 23	32,890 46
East Reading,				6,144 55	11,025 31
Easton and South Easton,	2,285 33				
Easton, South Easton and West End,	5,732 31	12,766 57	11,824 33	14,162 03	13,545 92
Erie City,	22,101 47	28,483 65	30,313 48		
Erie City Electric,				48,201 62	86,157 30
Federal Street and Pleasant Valley,	51,010 97	58,387 62	71,813 69	153,644 97	235,287 10
Fort Pitt Incline Plane,	6,688 71	4,137 50			
Forty-third Street and Bloomfield Street,					240 00
Frankford and Southwark,	408,562 10	367,291 27	407,080 15	423,875 44	461,348 02
Greensburg and Hempfield Electric,					4,824 51
Harrisburg City,	37,412 09	39,863 96	32,999 01	39,440 97	32,087 65
Hestonville, Mantua and Fairmount,	259,891 31	282,506 69	241,948 06	260,967 22	278,058 79
Johnstown,	26,565 33	28,761 87	32,529 56		10,430 97
Lancaster City,	2,595 14	6,035 91	8,801 10	11,187 78	19,910 34
Lancaster and Millersville,	5,409 49	5,440 50	3,393 22	4,461 66	5,216 20
Lehigh Avenue,				4,444 82	
Lombard and South Streets,	138,663 85	154,275 40	164,339 19	184,108 58	210,207 95
Manayunk and Roxboro' Incline,		17,559 45	16,843 04	17,867 20	17,936 71
Millvale,				305 00	240 00
Monongahela Inclined Plane,	19,959 12	15,696 45	19,367 13	19,236 50	19,405 21

Mount Oliver Incline,	35,076 27		8,727 33	26,585 81	28,640 12
NayAug Cross-Town,			2,041 23		
New Castle Electric,					4,181 96
Norristown,	3,189 94	4,116 83	10,674 88	8,375 22	9,004 10
Nunnery Hill Incline Plane,			1,272 95	2,879 35	3,513 74
Oakmont and Verona Traction,					84 40
Observatory Hill,			14,853 42		
Pennsylvania Motor Company,				3,425 28	370 00
People's Park,		41,525 53	44,583 97		
People's, Philadelphia,	589,683 53	666,532 33	671,016 96	723,462 46	727,367 88
People's, Scranton,	46,936 35	64,034 50	57,527 16	71,365 58	82,880 25
Perkiomen Avenue,	19,332 54	32,404 68	34,919 07		
Philadelphia City,	2,426 22				
Philadelphia and Darby,	50 00				
Philadelphia and Gray's Ferry,	96,057 64	98,288 05	102,956 40	96,135 29	57,099 07
Philadelphia Traction,	1,729,215 92	1,701,339 83	1,939,559 92	2,120,761 10	2,355,185 86
Pittsburgh, Allegheny and Manchester Traction Company,	125,180 88	152,166 54	163,230 74	172,689 02	253,866 55
Pittsburgh and Birmingham,	78,591 97	91,192 44	107,331 95	38,751 47	
Pittsburgh and Birmingham Traction,				78,806 60	122,622 76
Pittsburgh, Oakland and East Liberty,	80,007 90				
Pittsburgh Traction,		72,831 72	93,364 89	189,268 65	231,853 19
Pittsburgh Incline Plane,					13,150 00
Pittsburgh Union,	53,913 44	53,532 32	60,915 22	73,756 05	
Pittsburgh and West End,	36,408 89	44,394 47	56,313 30	59,064 50	71,515 79
Pittston,	3,720 69	4,056 27	4,425 12	4,594 09	4,957 71
Reading City,	39,702 56	43,340 43	58,633 97	91,077 51	118,520 03
Ridge Avenue,	214,335 49	177,815 10	205,947 00	207,051 27	215,835 07
Saint Clair Incline,			7,080 75	10,395 34	11,064 13
Scranton Suburban,			34,894 55	28,527 27	27,175 00
Second Avenue,	14,285 93	12,255 68	6,125 01	22,176 17	61,094 94
Second and Third Streets,	346,244 01	352,102 66	357,329 37	334,741 46	357,053 90
South Side, Pittsburgh,	22,272 64	22,513 21	27,603 65	5,564 09	
Stroudsburg,				4,164 36	4,316 00
Sunbury and Northumberland,					11,727 34
Thirteenth and Fifteenth Streets,	228,769 10	252,738 16	268,331 00	275,280 98	280,056 68
Transverse,	67,790 46				
Troy Hill Incline Plane and Bridge Company,				7,507 70	10,165 13
Union, Chester, Pa.,					15,434 85
Washington Electric,					1,308 03
West End,	1,989 86			3,633 24	4,391 79
Williamsport,	14,352 00	13,169 43	14,784 29	14,560 29	18,024 82

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889–90.	1890–91.
Wilkes-Barre and Kingston,	$14,414 17	$14,864 16	$15,083 00	$15,432 17	$14,825 52
Wilkes-Barre and Suburban,			6,564 79	14,026 95	14,997 13
York,	1,202 52	5,580 43	9,820 23	10,255 76	16,441 89
Totals,	$5,389,244 35	$5,646,606 01	$6,063,738 81	$6,549,273 94	$7,369,945 42

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1886.		1887.		1888.		1889–90.		1890–91.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Beaver Valley,		1					1			
Central Traction,	1	1		1					1	8
Chester,				3		1		2		
Citizens', Philadelphia,	2	2								
Citizens', Pittsburgh,			2	3						
Citizens' Traction,				1	1	7	5	47	6	21
City, Altoona,						1				
Coalville,			1			2				
Duquesne Traction,									2	3
East Reading,								3		
Erie City,				2						
Erie City Electric,								11	1	
Federal Street and Pleasant Valley,		1					2	1	2	

Fort Pitt Incline Plane,		1								
Frankford and Southwark,	2	1		7		1	2	10		
Harrisburg City,		1						3		
Hestonville, Mantua and Fairmount,	4	4				5		5		10
Lancaster City,	1			1		1		1		2
Lehigh Avenue,								1		
Lombard and South Streets,			3	10	1		1	4		9
New Castle Electric,										1
Norristown,						2				
Observatory Hill,					2					
Pennsylvania Motor Company,										1
People's, Philadelphia,	3	9	1	20	1	6	2	9		25
People's, Scranton,				1		1	1	9		8
Perkiomen Avenue,						2				
Philadelphia and Gray's Ferry,				1	1	1				
Pittsburgh, Allegheny and Manchester Traction Company,	1	3	3	2		2		1	1	4
Pittsburgh and Birmingham,		1		2		2				
Pittsburgh and Birmingham Traction,								1	2	
Pittsburgh Traction,					1		4	4	4	10
Pittsburgh Union,		1		5	1	1	1	3		
Pittsburgh and West End,				1		1		1		
Pittston,		1								1
Reading City,				2		1	1		1	2
Ridge Avenue,					1					
Scranton Suburban,			1					1		2
Second Avenue,					1					12
Second and Third Streets,		1								
Sunbury and Northumberland,									1	
Thirteenth and Fifteenth Streets,		1		1						
Troy Hill Incline Plane and Bridge Company.								1		
Union, Chester, Pa.,									1	1
Williamsport,										1
Wilkes-Barre and Suburban,					1	1				
Totals,	14	29	11	63	11	38	20	118	22	121

TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount now paid in of capital stock.	Total amount of funded debt.	Total amount of floating debt.	Total amount of funded and floating debt.
Delaware and Hudson,	Unlimited.	$30,000,000 00	$10,559,000 00		$10,559,000 00
Delaware Division,	$2,400,000 00	1,633,350 00	800,000 00		800,000 00
Lehigh Coal and Navigation,	Unlimited.	14,315,850 00	14,783,250 00		14,783,250 00
Monongahela Navigation,	Unlimited.	1,647,650 00	250,000 00	$7,536 39	257,536 39
Pennsylvania,	5,000,000 00	4,501,200 00	2,641,000 00		2,641,000 00
Schuylkill Navigation,	Unlimited.	3,962,262 00	8,494,872 86		8,494,872 86
Susquehanna,	Unlimited.	2,002,746 00	2,901,310 58	43,518 67	2,944,829 25
Totals,	$7,400,000 00	$58,063,058 00	$40,429,433 44	$51,055 06	$40,480,488 50

TABLE B—COST AND CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.	Length of main line of the canal.	Number of branch or leased canals.	Width at top water line.	Width on bottom.	Depth of water.	Number of basins.	Number of locks.	Number of weigh locks.	Number of bridges.	Number of dams.	Number of miles of slack water.	Number of boats owned by the company.	Value of real estate held by the company, exclusive of canal.
				Feet.	*Feet.*	*Feet.*								
Delaware and Hudson,	$6,339,210 49	108	. . .	48	32	6	13	132	2	136	40	3	631	. . . . .
Delaware Division,	2,433,350 00	60	. . .	44	26	6	4	33	1	88	. .	. . .	. . .	$5,000 00
Lehigh Coal and Navigation,	2,091,000 00	48	1	60 to 100	45	6	4	58	1	10	9	12	264	200,000 00
Monongahela Navigation,	1,924,115 83	86	. . .	. . . . .	. . . . .	. . .	7	11	.	.	7	86	4	. . . . .
Pennsylvania,	12,461,600 36	144	2	45 to 55	25 to 30	4 to 6	25	71	2	318	8	13	283	. . . . .
Schuylkill Navigation,	4,931,345 53	108	1	60 to 300	40	6	6	71	7	121	31	48	15	. . . . .
Susquehanna,		45	. .	50	30	6	2	42	3	18	4	2	. . .	. . . . .
Totals,	$30,180,622 21	599	4	. . . . .	. . . . .	. . .	61	418	16	691	99	164	1,197	$205,000 00

TABLE C—TONNAGE, EXPENSES AND RECEIPTS.

NAME OF COMPANY.	TONNAGE.		EXPENSES.			RECEIPTS.
	Number of tons of through freight on main line.	Gross amount of tonnage including branches and leased canals.	Maintaining the canal or real estate of the corporation.	Operating the canal.	Total.	Total.
Delaware and Hudson,	995,875	1,326,976	$148,715 29	$83,785 51	$232,500 80	$60,232 32
Delaware Division.*						
Lehigh Coal and Navigation,		603,662	65,143 04	66,579 64	131,722 68	2,268,579 64
Monongahela Navigation,			47,752 83	41,474 83	89,227 66	254,272 36
Pennsylvania,	412,664		79,078 87	20,334 44	99,413 31	135,029 34
Schuylkill Navigation,		144,994	20,255 86	19,832 71	40,088 57	81,206 58
Susquehanna,		32,948	11,615 37	6,679 99	18,295 36	8,685 57
Totals,	1,408,539	2,108,580	$372,561 26	$238,687 12	$611,248 38	$2,808,005 81

* Leased to Lehigh Coal and Navigation Company.

COMPARATIVE STATEMENT OF AMOUNT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Delaware and Hudson,	$24,500,000 00	$24,500,000 00	$24,500,000 00	$24,500,000 00	$30,000,000 00
Delaware Division,	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Lehigh Coal and Navigation,	12,676,700 00	12,799,250 00	12,821,850 00	14,314,700 00	14,315,850 00
Monongahela Navigation,	. .	1,422,900 00	1,537,800 00	1,631,700 00	1,647,650 00
Pennsylvania,	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00
Schuylkill Navigation,	3,972,962 00	3,962,262 00	3,962,262 00	3,962,262 00	3,962,262 00
Susquehanna,	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00
Totals,	$49,286,958 00	$50,821,708 00	$50,959,208 00	$52,545,958 00	$58,063,058 00

COMPARATIVE STATEMENT OF AMOUNT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Delaware and Hudson,	$15,378,000 00	$15,378,000 00	$15,378,000 00	$15,378,000 00	$10,559,000 00
Delaware Division,	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Lehigh Coal and Navigation,	17,285,750 00	13,991,750 00	14,491,750 00	14,661,250 00	14,783,250 00
Monongahela Navigation,	361,081 46	351,187 84	338,919 02	277,113 73	257,536 39
Pennsylvania,	2,842,000 00	2,775,000 00	2,744,000 00	2,675,000 00	2,641,000 00
Schuylkill Navigation,	9,535,103 14	9,783,446 37	10,117,200 12	10,896,872 03	8,494,872 86
Susquehanna,	3,693,442 69	3,862,976 23	3,536,745 02	2,953,723 19	2,944,829 25
Totals,	$49,895,377 29	$46,942,360 44	$47,406,614 16	$47,641,958 95	$40,480,488 50

COMPARATIVE STATEMENT OF COST OF CANAL AND FIXTURES FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Delaware and Hudson,	$6.339,210 49	$6,339,210 49	$6,339,210 49	$6,339,210 49	$6,339,210 49
Delaware Division,	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00
Lehigh Coal and Navigation,	2.191,000 00	2,191,000 00	2,191,000 00	2,151,000 00	2,091,000 00
Monongahela Navigation,	1,807,145 31	1,815,384 22	1,901,887 98	1,906,284 33	1,924,115 83
Schuylkill Navigation,	12,472,309 36	12,461,600 36	12,461,600 36	12,461,600 36	12,461,600 36
Susquehanna,	. . . .	4,931,345 53	4,931,345 53	4,931,345 53	4,931,345 53
Totals,	$25,243,006 16	$30,171,890 60	$30,258,394 36	$30,222,790 71	$30,180,622 21

COMPARATIVE STATEMENT OF GROSS AMOUNT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Delaware and Hudson,	1,064,625	1,308,357	1,338,964	1,401,794	1,326,976
Delaware Division.*					
Lehigh Coal and Navigation,	627,653	586,060	564,489	567,669	603,662
Monongahela Navigation,	4,374,946	5,869,644	4,340,594	3,874,022	. . . . .
Pennsylvania,	670,641	687,461	712,089	410,904	. . . . .
Schuylkill Navigation,	705,908	276,985	295,178	182,992	144,994
Susquehanna,	362,925	309,434	323,412	64,722	32,948
Totals,	7,806,698	9,037,941	7,574,726	6,502,103	2,108,580

cluded in report of Lehigh Coal and Navigation Company.

COMPARATIVE STATEMANT OF EXPENSES MAINTAINING AND OPERATING THE CANAL FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1880-91.
Delaware and Hudson,	$215,812 01	$218,564 60	$239,878 29	$251,566 47	$232,500 80
Delaware Division.*					
Lehigh Coal and Navigation,	1,899,308 77	151,271 98	146,307 95	115,153 62	131,722 68
Mongahela Navigation,	244,993 64	196,456 22	90,784 65	73,117 22	89,227 66
Pennsylvania,	201,845 16	366,871 23	406,172 75	228,808 99	99,413 31
Schuylkill Navigation,	152,717 00	68,383 43	49,087 54	43,309 18	40,088 57
Susquehanna,	52,803 29	35,269 95	41,503 36	88,897 55	18,295 36
Totals,	$2,767,479 87	$1,036,817 41	$973,734 54	$800,853 03	$611,248 38

* Included in report of Lehigh Coal and Navigation Company.

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Delaware and Hudson,	$62,124 21	$66,505 45	$57,868 51	$61,039 36	$60,232 32
Delaware Division.*					
Lehigh Coal and Navigation,	1,859,502 58	1,914,948 83	2,360,738 00	2,138,287 17	2,268,579 64
Monongahela Navigation,	278,782 24	201,008 43	272,888 22	257,665 14	254,272 36
Pennsylvania,	280,313 91	297,706 78	325,928 28	172,342 19	135,029 34
Schuylkill Navigation,	275,078 40	152,251 29	172,632 73	102,010 38	81,206 58
Susquehanna,	56,992 29	42,928 31	45,410 07	18,189 30	8,685 57
Totals,	$2,812,793 63	$2,675,349 09	$3,235,466 59	$2,749,533 54	$2,808,005 81

* Included in report of Lehigh Coal and Navigation Company.

TABULATED RESULTS

COMPILED FROM

Telegraph and Telephone Reports.

TABLE A—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount now paid in of capital stock.	Rate per cent. of dividend.	Total amount now of floating and funded debt.	Rate per cent. of interest on funded debt.
Amerieau Distriet Telegraph,	$400,000 00	$400,000 00		$6,200 00	6
Amerieau Telegraph and Telephone,	10,000 00	10,000 00		921,434 79	
Atlantie and Ohio Telegraph,	650,000 00	650,000 00	10		
Bell Telephone,	560,000 00	560,000 00	12		
Central Distriet and Printing Telegraph,	750,000 00	750,000 00	12	95,965 00	
Central Pennsylvania Telephone and Supply,	1,000,000 00	800,000 00	6	25,000 00	
Curwensville Telephone,	3,000 00	3,000 00			
Delaware and Atlantic Telegraph and Telephone,	10,000 00	10,000 00			
Lykens Telegraph and Telephone,	1,000 00	300 00			
National Telgraph,	1,000,000 00	1,000,000 00			
New York and Pennsylvania Telegraph and Telephone,	1,000,000 00	1,000,000 00			
Paeifie and Atlantic Telegraph,	2,000,000 00	2,000,000 00			
Pennsylvania Telephone,	750,000 00	749,200 00	4		
Philadelphia Local Telegraph,	400,000 00	400,000 00	6		
Philadelphia, Reading and Pottsville Telegraph,	50,000 00	20,000 00	25	200,000 00	6
Postal Telegraph,	50,000 00				
Postal Telegraph and Cable No. 1,	20,000 00				
Postal Telegraph and Cable No. 2,	20,000 00				
Postal Telegraph and Cable No. 3,	5,000 00				
Roekhill Telegraph,	3,000 00	300 00		4,220 13	
Royal Telegraph and Telephone,	10,000 00	1,000 00			
Western Union Telegraph,	86,200,000 00	86,199,852 06	5	15,161,266 00	6 & 7
Williamsport and North Braneh Telephone,	3,000 00	3,000 00	8		
Totals,	$94,895,000 00	$94,556,652 06		$16,414,085 92	

TABLE B—CHARACTERISTICS OF LINE.

NAME OF COMPANY.	Cost of line and equipments.	Length of main line in miles.	Length of main line in Pennsylvania.	Number stations, entire line.	Number stations in Pennsylvania.	Number of instruments in use, entire line.	Number of instruments in use in Pennsylvania.	Number of persons employed in maintaining and operating entire line.			Number of persons employed in maintaining and operating line in Pennsylvania.			Number of messages sent during the year, entire line.	Number of messages sent during the year in Pennsylvania.	Number of messages received during the year, entire line.	Number of messages received during the year in Pennsylvania.
								Males.	Females.	Total.	Males.	Females.	Total.				
American District Telegraph	$409.962 68			12	12	1,801	1,801			179			179	24,559	143,099	341,040	341.040
American Telegraph and Telephone,	931,434 79	520.40	520.40														
Bell Telephone	560,000 00																
Central Pennsylvania Telephone and Supply	546,927 63			3,867	3,867	3.867	3.867	53	58	111	53	58	111				
Curwensville Telephone	3,000 00	48.00	48.00	13	13	13	13	8	5	13	8	5	13				
Delaware and Atlantic Telegraph and Telephone				1,289	1,289	2,575	2,575	52	14	66	52	14	66				
Lykens Telegraph and Telephone	309 92	3.50	3.50	2	2		2										
National Telegraph		949.16			3		3				4		4				
Pennsylvania Telephone	502.040 95																
Philadelphia Local Telegraph	400.000 00			60	60	300	300	63	30	93	63	30	93	300,000	300,000	275,000	275,000
Philadelphia, Reading and Pottsville Telegraph	264.595 62	101.00	970.33	455	455	996	996	751	9	760	751	9	760	467,837	467,837		
Postal Telegraph		198.00	198.00	11	11					12			12				
Postal Telegraph and Cable No. 1		138.75	138.75	4	4					18			18				
Postal Telegraph and Cable No. 2		170.50	170.50	10	10					51			51				
Postal Telegraph and Cable No. 3		38.00	38.00	4	4					7			7				
Rockhill Telegraph		30.00	30.00	6	6	6	6	6		6	6		6	854	854	854	854
Royal Telegraph and Telephone	1.000 00	22.00	12.00	3													
Western Union Telegraph		187,981.00	8,815.00	20,098	1,610					33.053			2,407	59,148,343			
Williamsport and North Branch Telephone	3,000 00	64.50	64.50	13	13	16	16										
Totals	$3.622,271 59	190,264.81	11,008.98	25,838	7,459	9.574	9,579	933	116	34.369	937	116	3,727	59,941.593	911.790	616.894	616,894

TABLE C—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses, entire line.	Gross expenses in Pennsylvania.	Gross receipts, entire line.	Gross receipts in Pennsylvania.
American District Telegraph,	$84,440 79	. . . . .	$134,943 97	. . . . .
Bell Telephone,	344,917 99	$344,917 99	526,484 15	$526,484 15
Central Pennsylvania Telephone and Supply,	142,950 55	142,950 55	202,745 55	202,745 55
Curwensville Telephone,	260 40	260 40	141 80	141 80
Delaware and Atlantic Telegraph and Telephone,	63,535 48	63,535 48	67,355 02	67,355 02
National Telegraph,	. . . . .	302 72	. . . . .	85 14
Pennsylvania Telephone,	117,568 01	. . . . .	150,681 18	143,903 74
Philadelphia Local Telegraph,	64,220 92	64,220 92	58,273 62	58,273 62
Philadelphia, Reading and Pottsville Telegraph,	90,375 07	90,375 07	102,492 03	102,492 03
Postal Telegraph,	. . . . .	. . . . .	. . . . .	4,400 00
Postal Telegraph and Cable No. 1,	. . . . .	. . . . .	. . . . .	6,250 00
Postal Telegraph and Cable No. 2,	. . . . .	. . . . .	. . . . .	19,000 00
Postal Telegraph and Cable No. 3,	. . . . .	. . . . .	. . . . .	3,600 00
Western Union Telegraph,	16,428,741 84	. . . . .	23,034,326 59	396,907 89
Totals,	$17,337,011 05	$706,563 13	$24,277,443 91	$1,531,638 94

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
American District Telegraph,	$400,000 00	$400,000 00	$200,000 00	$400,000 00	$400,000 00
American Telegraph and Telephone,	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Atlantic and Ohio Telegraph,	650,000 00	650,000 00	650,000 00	650,000 00	650,000 00
Baltimore and Ohio Telegraph,	500 00	. . . . .	. . . . .	. . . . .	. . . . .
Baltimore and Ohio Telegraph in Pennsylvania,	500 00	. . . . .	. . . . .	. . . . .	. . . . .
Baltimore and Ohio Telegraph of Pennsylvania,	2,000 00	. . . . .	2,000 00	20,000 00	. . . . .
Bell Telephone,	560,000 00	560,000 00	560,000 00	560,000 00	560,000 00
Central District and Printing Telegraph,	500,000 00	500,000 00	500,000 00	750,000 00	750,000 00
Central Pennsylvania Telephone and Supply,	790,000 00	794,000 00	. . . . .	800,000 00	800,000 00
Curwensville Telephone,	3,000 00	3,000 00	3,000 00	3,000 00	3,000 00
Delaware and Atlantic Telegraph and Telephone,	. . . . .	. . . . .	10,000 00	10,000 00	10,000 00
Lykens Telegraph and Telephone,	300 00	300 00	300 00	300 00	300 00
National Telegraph,	. . . . .	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
New York and Pennsylvania Telegraph and Telephone,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Pacific and Atlantic Telegraph,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Pennsylvania Telephone,	. . . . .	. . . . .	. . . . .	749,200 00	749,200 00
Philadelphia Local Telegraph,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Philadelphia, Reading and Pottsville Telegraph,	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Postal Telegraph,	. . . . .	50,000 00	. . . . .	. . . . .	. . . . .
Postal Telegraph and Cable No. 1,	. . . . .	20,000 00	. . . . .	. . . . .	. . . . .
Postal Telegraph and Cable No. 2,	. . . . .	20,000 00	. . . . .	. . . . .	. . . . .
Postal Telegraph and Cable No. 3,	. . . . .	5,000 00	. . . . .	. . . . .	. . . . .
Rockhill Telegraph,	300 00	300 00	300 00	300 00	300 00
Royal Telegraph and Telephone,	. . . . .	1,000 00	1,000 00	1,000 00	1,000 00
Tioga and Morris Run Telegraph,	1,700 00	1,700 00	1,700 00	1,700 00	. . . . .
Western Pennsylvania Telegraph,	5,000 00	. . . . .	. . . . .	. . . . .	. . . . .
Western Union Telegraph,	80,000,000 00	86,199,852 06	86,199,852 06	86,199,822 06	86,199,852 06
Williamsport District Telegraph and Messenger,	13,000 00	10,500 00	10,500 00	10,500 00	. . . . .
Williamsport and North Branch Telephone,	2,100 00	3,000 00	3,000 00	3,000 00	3,000 00
Totals,	$86,359,300 00	$93,649,552 06	$92,571,652 06	$94,588,822 06	$94,556,652 06

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
American District Telegraph,	$17,153 28	$13,604 33	$13,400 00	$7,200 00	$6,200 00
American Telegraph and Telephone,	. . . . .	. . . . .	. . . . .	591,038 36	921,434 79
Central District and Printing Telegraph,	67,300 00	67,300 00	66,460 00	95,980 00	95,965 00
Central Pennsylvania Telephone and Supply,	. . . . .	. . . . .	. . . . .	20,000 00	25,000 00
Philadelphia, Reading and Pottsville Telegraph,	200,000 00	200,000 00	200,000 00	. . . . .	200,000 00
Rockhill Telegraph,	4,220 13	4,220 13	4,220 13	4,220 13	4,220 13
Western Union Telegraph,	7,182,044 00	7,126,118 00	12,412,398 00	15,183,986 00	15,161,266 00
Totals,	$7,470,717 41	$7,411,242 46	$12,696,478 13	$15,902,424 49	$16,414,085 92

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
American District Telegraph,	123,606	259,727	311,750	292,646	341,040
American Telegraph and Telephone,	. . . . .	5,682	9,000	. . . . .	. . . . .
National Telegraph,	50	. . . . .	. . . . .	. . . . .	. . . . .
Philadelphia Local Telegraph,	421,000	425,000	420,000	420,000	275,000
Philadelphia, Reading and Pottsville Telegraph,	390,252	411,383	417,585	. . . . .	. . . . .
Rockhill Telegraph,	454	616	660	819	854
Totals,	935,362	1,102,408	1,158,995	713,465	616,894

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
American District Telegraph,	133,416	109,115	129,389	152,261	143,099
American Telegraph and Telephone,	.....	6,904	8,870	.....	.....
National Telegraph,	50	.....	.....	.....	.....
Philadelphia Local Telegraph,	400,000	400,000	400,000	400,000	300,000
Philadelphia, Reading and Pottsville Telegraph,	390,250	411 383	417,585	461,976	467,837
Rockhill Telegraph,	454	616	660	819	854
Totals,	924,172	928,018	956,504	1,015,056	616,894

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
American District Telegraph,	$107,649 14	.....	.....	$122,754 47	.....
American Telegraph and Telephone,	.....	$10,916 21	$17,795 65	.....	.....
Baltimore and Ohio Telegraph,	5,783 71	.....	.....	.....	.....
Baltimore and Ohio Telegraph in Pennsylvania,	6,660 14	.....	.....	.....	.....
Baltimore and Ohio Telegraph of Pennsylvania,	10,280 43	.....	2,759 07	285 46	.....
Bell Telephone,	350,512 56	405,238 77	434,191 97	489,425 98	$526,484 15
Central Pennsylvania Telephone and Supply,	137,632 86	157,712 84	167,898 37	191,595 38	202,745 55
Curwensville Telephone,	819 45	643 73	692 51	542 95	141 80
Delaware and Atlantic Telegraph and Telephone,	.....	.....	55,766 04	63,161 00	67,355 02
Lykens Telegraph and Telephone,	7 00	.....	.....	.....	.....
National Telegraph,	36,826 72	.....	81 80	53 74	85 14
Pennsylvania Telephone,	.....	.....	.....	.....	143,903 74
Pennsylvania and New Jersey Telephone,	.....	.....	.....	137,037 56	.....
Philadelphia Local Telegraph,	87,282 62	55,767 04	55,784 00	63,861 06	58,273 62
Philadelphia, Reading and Pottsville Telegraph,	105,986 97	.....	.....	.....	102,492 03
Postal, Telegraph and Cable,	.....	1,000 00	2,000 00	1,300 00	4,400 00

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
Postal Telegraph and Cable No. 1,	. . . . .	$4,000 00	$200 00	$800 00	$6,250 00
Postal Telegraph and Cable No. 2,	. . . . .	14,000 00	20,000 00	16,000 00	19,000 00
Postal Telegraph and Cable No. 3,	. . . . .	1,900 00	2,700 00	3,000 00	3,600 00
Tioga and Morris Run Telegraph,	$549 04	549 04	893 55	. . . . .	. . . . .
Western Union Telegraph,	. . . . .	. . . . .	. . . . .	. . . . .	396,907 89
Williamsport District Telegraph and Messenger,	2,034 15	2,018 20	. . . . .	477 74	. . . . .
Totals,	$815,198 07	$653,745 83	$760,762 96	$1,090,295 34	$1,531,638 94

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1886.	1887.	1888.	1889-90.	1890-91.
American District Telegraph,	$84,392 92	$81,708 74	. . . . .	$81,837 05	. . . . .
Bell Telephone,	201,889 28	214,085 73	$233,630 08	242,145 79	$344,917 99
Central Pennsylvania Telephone and Supply,	83,190 82	92,322 85	105,324 82	131,827 70	142,950 55
Curwensville Telephone,	868 25	894 28	721 93	568 71	260 40
Delaware and Atlantic Telegraph and Telephone,	. . . . .	. . . . .	45,826 55	60,520 45	63,535 48
Lykens Telegraph and Telephone,	6 45	. . . . .	. . . . .	. . . . .	. . . . .
National Telegraph,	. . . . .	. . . . .	. . . . .	. . . . .	302 72
Philadelphia Local Telegraph,	74,389 14	40,675 17	49,671 32	64,753 04	64,220 92
Philadelphia, Reading and Pottsville Telegraph,	58,557 38	. . . . .	. . . . .	84,812 76	90,375 07
Tioga and Morris Run Telegraph,	549 04	549 04	893 55	. . . . .	. . . . .
Williamsport Distriet Telegraph and Messenger,	1,884 07	2,092 04	. . . . .	613 54	. . . . .
Totals,	$505,727 35	$432,327 85	$436,068 25	$667,079 04	$706,563 13

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